



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

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AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

186-00

Case Vehicle (A): 1998 Plymouth  
Type: Breeze Expresso, 4-door sedan  
Driver: 57-year-old female  
CDC: 12-FZAW-4

Veh. (B): 1994 Peterbilt  
Type: Model 377 6 x 4 tractor with trailer  
Driver: 60-year-old male  
CDC: 99-0000-0

## SITUATION

This is a fatal crash; the driver of case vehicle (A) died as a result of injuries sustained in this collision.

(Slide 1) It was daylight, the skies were clear, and (slide 2) the two-lane, asphalt road surface was dry and free of defects. Case vehicle (A) was traveling west at an unknown speed in the westbound lane. Vehicle (B) was traveling east at an unknown speed in the eastbound lane. As vehicle (B) was rounding a curve to the right, case vehicle (A) veered to the left across the median line and into the path of eastbound vehicle (B). The driver of vehicle (B) steered to the left, but the right front of vehicle (B) struck the right front of case vehicle (A) in an offset mode. (Slide 3) Black tire marks caused by case vehicle (A) being pushed rearward indicate the location of the impact. Case vehicle (A) caught on fire near the rear of the hood, but this fire did not spread. The female driver of case vehicle (A) died at the scene but was taken by ambulance to a local area hospital where she was officially pronounced dead. The driver of vehicle (B) did not sustain any injury. According to the police accident report, the driver of case vehicle (A) had not been drinking, but blood tests taken at the autopsy revealed toxic levels of diphenhydramine (benadryl). Darvon and an anti-depressant were detected in her blood system as well.

## GENERAL VEHICLE DAMAGE AND ESTIMATED CRASH SEVERITIES

(Slide 4) Overall damage to case vehicle (A) was severe. (Slide 5) Direct damage to case vehicle (A) began at the right-front bumper corner and extended 72-cm to the left, resulting in 48-percent vehicle overlap. (Slide 6) Direct contact damage included the right-front roof. (Slide 7) The maximum crush was 85 cm to the right-front bumper.

Using the WinSMASH accident-reconstruction program, a principle direction of force of zero degrees, and (slides 8, 9, 10 and 11) crush profiles measured for case vehicle (A), the following impact severity was calculated:

Vehicle	Variable	Calculated Velocity Change - kph (mph)		
		Total	Longitudinal	Latitudinal
Case Vehicle (A)	EBS	73 (45)	-73 (-45)	-0 (-0)



## **DESCRIPTION OF DAMAGE TO CASE VEHICLE (A)**

### **Extrication**

(Slides 12, 13 and 14) Rescue personnel cut the right upper and lower A-pillars, removed the right fender and the right-front door, and cut the windshield in order to extricate the driver.

### **Exterior**

(Slide 15) The right bumper corner was crushed rearward, causing the left-front bumper corner to be pulled inboard 65 cm. (Slide 16) The bumper cover was torn off. (Slides 17 and 18) Both headlight assemblies, the bumper, the grille, and the hood hinges were damaged, and the right hood hinge was separated from its mount. The hood latch was damaged and had released. The rear edge of the hood was elevated and it contacted the windshield. Damage from extrication efforts made it impossible to determine if the hood penetrated the windshield. (Slide 19) The hood was buckled and had a large burn mark on the right-rear portion.

(Slides 20, 21, 22 and 23) A fire started near the rear of the engine compartment and burned or melted most of the components on the top of the engine. This fire did not spread and was put out by unknown persons.

On the right side, (slide 24) the front wheel, the upper and lower A-, (slides 25 and 26) B- and C-pillars, the right front door, the right-rear door, and the quarter panel were damaged. The right-front door had been removed during extrication of the driver and was not available for inspection. The right-rear door was jammed closed, and the right-rear door glass was broken out. (Slide 27) The right wheelbase was reduced 53 cm.

On the left side, (slide 28) the fender was deformed and shifted to the right, the front tire was flat, and the upper and lower A-pillars were deformed. (Slide 29) The left wheelbase was increased 6 cm.

(Slide 30) The rear bumper was slightly scuffed, (slide 31) but there was no other damage to the rear of the vehicle.

### **Interior**

This vehicle was equipped with steering-wheel and passenger frontal-impact airbags, and (slides 32, 33, 34 and 35) both deployed. (Slides 36 and 37) The passenger airbag fabric was cut and torn, probably from the broken windshield glass and by extrication equipment. (Slides 38 and 39) The right portion of the upper flap of the steering-wheel airbag module cover was scuffed, (slides 40 and 41) but there were no marks on the lower flap. (Slides 42 and 43) The passenger airbag module cover was slightly deformed by heat from the fire, and was also scuffed from the broken

glass. (Slides 44 and 45) The steering-wheel rim was severely bent and deflected to the right, (slide 46) and the spokes were deformed, but (slide 40) there was no apparent horizontal or vertical displacement of the steering column. (Slide 47) The brake and gas pedals were slightly deformed. (Slide 48) The climate control ducts leading to the back seat were exposed and damaged. (Slide 49) The lower components of the vertical console and the forward components of the center console were crushed. (Slide 50) The upper instrument panel just above the vertical console was damaged and the forward-most portion was melted. (Slide 51) The left sunvisor was knocked off of its stalk, the clip was broken, and the sunvisor could not be found. (Slides 52 and 53) The right sunvisor was damaged; it was knocked off of its stalk, but the clip was not broken. (Slide 54) The back side of the vanity mirror was broken, and the extendable plastic sun screen was knocked loose. (Slide 55) The glove box area was deflected rearward and to the left. (Slide 56) The headliner and the roof structure were crushed rearward and the dome light was knocked out of its mount. (Slide 57) The right-rear door panel and its components were damaged and deflected to the left. The following intrusions were noted and measured:

Location	Component	Distance (cm)	Direction
Driver (slides 58, 59 & 60)	roof	59	down
	windshield header	32	to rear
	transmission tunnel	11	to left
	knee bolster	6	to rear
Front center	roof	59	down
	vertical console	43	to rear
Right front (slides 61 & 62)	windshield header	66	to rear
	roof	59	down
	instrument panel	47	to rear
	roof siderail	35	to left
	B-pillar	23	to left
Right rear	door panel	23	to left

Note: Some of these intrusions may have been due to extrication.

## OCCUPANT KINEMATICS AND INJURIES

(Slide 63) The 5-ft, 6.5-in, 231-lb, 57-year-old female driver was wearing the three-point belt and the (slide 64) frontal-impact airbag deployed. (Slides 65 and 66) There was a clear webbing imprint on the plastic D-ring, (slide 67) the seat belt was cut by rescue personnel, the tongue of the belt buckle was still in the latching mechanism, and there was copious amount of blood stains on the extended belt webbing.

On impact, the driver moved forward and to the right relative to the vehicle interior, into the belt restraint and airbag. (Slides 68 and 69) There was lipstick transferred onto the airbag fabric at a point just to the right of the tether circle. The driver sustained a partial transection of the midbrain, a hinge fracture to the skull across the middle cranial fossa (basilar skull fracture), patchy subarachnoid hemorrhage over the convexity and base of the brain, a subdural hemorrhage down

the length of the spinal cord, and a skull fracture to the left occipital bone, probably due to her head contacting the intruding windshield header, (slides 70 and 71) as evidenced by a few long hairs in the headliner fabric. The driver sustained a flail right chest with fractures to the lateral aspects of right ribs 2 through 9 and the lateral aspect of the left ribs 4 through 8. These injuries, along with contusions to the lateral aspects of her right breast, chest and abdomen, are probably due a combination of seatbelt loading and contact with the steering-wheel rim through the airbag, (slides 72, 73 and 74) as evidenced by the deformed steering-wheel rim and spokes. She sustained a fracture to her right humerus with an overlying contusion, probably due to contact with the steering wheel or possibly due to contact with the upper instrument panel. She sustained fractures to her right radius and ulna, probably due to contact with the upper instrument panel, or possibly due to contact by the deploying airbag or windshield. The driver sustained a mesenteric laceration inferior to the head of the pancreas, and a 43 by 2.5-cm contusion across the mid-portion of her abdomen, probably due to loading by the lap portion of the three-point belt, or possibly from contact with the lower steering-wheel rim. The driver sustained multiple small contusions to the anterior aspect of her right thigh, probably due to contact with the steering-wheel rim, or possibly due to contact by loose interior flying objects. (Slides 75 and 76) She sustained a 1-cm diameter contusion to her left knee due to contact with the knee bolster, as evidenced by scuff marks on the plastic knee bolster cover to the left of the steering column. (Slide 77) There were scuff marks on the plastic knee bolster cover to the right of the steering column, but no injury was associated with this potential contact point.

An autopsy was performed and the cause of death was listed as “craniocerebral injuries”. The autopsy noted that she also had toxic levels of diphenhydramine in her system. Past medical history for the driver includes polysplenia syndrome (eight spleens in total) and kyphosis (humpback).

The following table and attached drawing (slide 78) summarize the injuries for the driver of case vehicle (A).

Occupant: Driver  
 Restraints: 3-point belt worn; airbag deployed

Age: 57 years  
 Stature: 169 cm (5 ft, 6.5 in)

Gender: Female  
 Mass: 105 kg (231 lb)

Injury Description	A.I.S.	Injury Source		
		Definite	Probable	Possible
Patchy subarachnoid hemorrhage over convexity and base of brain	5		Windshield header	
Partial transection of midbrain	6		Windshield header	
Hinge fracture middle cranial fossa (basilar skull)	4		Windshield header	
Skull fracture, left occipital bone	2		Windshield header	
Flail right chest with fractures to the lateral aspect of right ribs 2 through 9, and the lateral aspect of left ribs 4 through 8	4		Seatbelt and steering wheel	
Subdural hemorrhage down length of spinal cord	3		Windshield header	
Fracture, right humerus	2		Steering wheel	Upper instrument panel
Fracture, right radius and ulna	2		Upper instrument panel	Airbag or windshield
2.5-cm contusion, lateral aspect of right upper arm	1		Steering wheel	Upper instrument panel
20 x 4 cm contusion, lateral aspect of right breast	1		Seatbelt and steering wheel	
4 x 2.5 cm contusion, lateral aspect of right lower chest	1		Seatbelt and steering wheel	
(driver injuries continued on next page)				

(Driver injuries continued)

Occupant: Driver

Restraints: 3-point belt worn; airbag deployed

Age: 57 years

Stature: 169 cm (5 ft, 6.5 in)

Gender: Female

Mass: 105 kg (231 lb)

Injury Description	A.I.S.	Injury Source		
		Definite	Probable	Possible
5-cm diameter contusion, lateral aspect of right abdomen	1		Seatbelt and steering wheel	
Multiple small contusions, anterior aspect of right thigh	1		Steering wheel	Loose flying objects
Mesenteric laceration, inferior to head of pancreas	2		Lap portion of 3-point belt	Steering wheel
43 x 2.5 cm contusion, across mid-portion of abdomen	1		Lap portion of 3-point belt	Steering wheel
1-cm diameter contusion, anterior aspect of left knee	1		Knee bolster	
Fatal, autopsy performed; cause of death is listed as "craniocerebral injuries"				
Note: toxic levels of diphenhydramine (benadryl) were present -1.4 mg/l in blood, .044 mg/l in stomach				
<u>Maximum A.I.S. Level</u>	<u>6</u>			
<u>Injury Severity Score</u>	<u>75</u>			

TIME

DATE OF COLLISION

      /       /            

HOUR OF COLLISION  
(24 HOUR CLOCK)

LOCATION

STATE:                     

STATE FIPS CODE

AREA

- (1) URBAN  
(2) RURAL  
(9) UNKNOWN

ENVIRONMENTAL CONDITIONS

LIMITED-ACCESS HIGHWAY

- (0) NO  
(1) YES  
(9) UNKNOWN

ROAD, TOTAL TRAFFIC LANES  
(FOR CASE VEHICLE)

- (1) 1-LANE  
(2) 2-LANES  
(3) 3-LANES  
(4) 4 OR MORE LANES  
(5) DIVIDED, 4 OR MORE LANES  
(6) PARKING LOT/DRIVEWAY  
(7) OTHER:                       
(9) UNKNOWN

INTERSECTING RD, TOTAL LANES  
CHOOSE FROM ABOVE LIST, OR

- (8) NOT APPLICABLE

TYPE OF ROAD SURFACE

- (1) ASPHALT  
(2) CONCRETE  
(3) GRAVEL  
(4) MORE THAN ONE (CIRCLE EACH)  
(7) OTHER:                       
(9) UNKNOWN

ROAD DEFECTS

- (0) NO  
(1) YES  
(9) UNKNOWN

ENVIRONMENTAL CONDITIONS

CONSTRUCTION ZONE

- (0) NO  
(1) YES  
(9) UNKNOWN

ROAD ALIGNMENT  
VERTICAL PLANE

- (1) LEVEL  
(2) CREST OF HILL  
(3) SLOPE (2%)  
(4) BOTTOM OF HILL  
(9) UNKNOWN

ROAD ALIGNMENT  
HORIZONTAL PLANE

- (1) STRAIGHT  
(2) CURVE  
(3) T - SHAPED  
(4) Y - SHAPED  
(7) OTHER:                       
(9) UNKNOWN

SURFACE COVERING

- (10) DRY  
  
(21) WATER - DAMP  
(22) WATER - WET  
(23) WATER - PUDDLED  
(29) WATER - AMOUNT UNKNOWN  
  
(31) SNOW - LOOSE  
(32) SNOW - PACKED  
(39) SNOW - CONDITION UNKNOWN  
  
(41) ICE  
(51) SLUSH  
(61) SPILLED GRAVEL  
(71) OTHER:                       
(99) UNKNOWN

VISIBILITY LIMITATION  
(FOR CASE VEHICLE)

- (0) NONE  
(1) CLOUDY/DARK  
(2) FOG  
(3) SMOKE  
(4) WINDSHIELD CONDITION  
(5) GLARE  
(6) RAIN  
(7) OTHER:                       
(8) ICE/SNOW  
(9) UNKNOWN

VISIBILITY OBSTRUCTION  
(FOR CASE VEHICLE)

- (0) NONE  
(1) BUILDING  
(2) SIGN  
(3) VEGETATION (E.G. BUSHES, SHRUBS)  
(4) TREE  
(5) HILL OR CURVE IN ROAD  
(6) VEHICLE IN TRANSPORT  
(7) OTHER:                       
(8) PARKED VEHICLE  
(9) UNKNOWN

## ENVIRONMENTAL CONDITIONS

## SPEED LIMIT

- |     |                 |          |
|-----|-----------------|----------|
| (0) | 5-45 km/h ..... | 5-25 mph |
| (1) | 46-55 .....     | 30       |
| (2) | 56-60 .....     | 35       |
| (3) | 61-70 .....     | 40       |
| (4) | 71-79 .....     | 45       |
| (5) | 80-85 .....     | 50       |
| (6) | 86-90 .....     | 55       |
| (7) | 91-105 .....    | 60       |
| (8) | OVER 105 .....  | 65       |
| (9) | UNKNOWN         |          |

$$\frac{6}{40}$$

## PRECIPITATION

- (0) NONE  
(1) RAIN  
(2) SNOW  
(3) HAIL  
(4) FREEZING RAIN/SLEET  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

0  
41

## RATE OF PRECIPITATION

- (1) LIGHT/MIST  
(2) MODERATE  
(3) HEAVY  
(8) NOT APPLICABLE  
(9) UNKNOWN

$$\begin{array}{r} 8 \\ \hline 42 \end{array}$$

## TEMPERATURE

- (0) BELOW -15° C ..... BELOW 5° F  
(1) -15 TO -6 ..... 5 TO 22  
(2) -5 TO -1 ..... 23 TO 31  
(3) 0 TO 2 ..... 32 TO 36  
(4) 3 TO 5 ..... 37 TO 41  
(5) 6 TO 15 ..... 42 TO 59  
(6) 16 TO 25 ..... 60 TO 77  
(7) 26 TO 35 ..... 78 TO 95  
(8) OVER 35 ..... OVER 96  
(9) UNKNOWN

5  
43

## CROSSWIND

- (0) NONE  
(1) LIGHT  
(2) STRONG  
(3) GUSTY & STRONG  
(9) UNKNOWN

$$\frac{1}{44}$$

## LIGHT CONDITIONS

- (1) DAYLIGHT  
(2) DAWN  
(3) DUSK  
(4) DARK, LIGHTED  
(5) DARK, UNLIGHTED  
(6) DARK, UNKNOWN IF LIGHTED  
(9) UNKNOWN

$$\frac{1}{45}$$

## MECHANICAL MALFUNCTION

WAS THERE MENTION  
OF A MECHANICAL MALFUNCTION  
IN CASE VEHICLE

- (0) NO  
(1) YES  
(2) YES, DID NOT CONTRIBUTE  
TO ACCIDENT  
(9) UNKNOWN

0  
46

**THE FOLLOWING SECTION SHOULD BE FILLED  
OUT IF A MECHANICAL MALFUNCTION IS  
RECOGNIZED OR SUSPECTED.**

**CIRCLE ITEMS INVOLVED. SUPPORT ANY  
ITEMS CIRCLED WITH COMMENTS.**

## BRAKE SYSTEM DRIVER CONTROLS

## EXHAUST SYSTEM POWER TRAIN

## STEERING SYSTEM

## SUSPENSION SYSTEM VISIBILITY ITEMS

ELECTRICAL SYSTEM      TIRES

THROTTLE CONTROLS      UNKNOWN

OTHER: \_\_\_\_\_

COMMENTS: \_\_\_\_\_

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## GENERAL INFORMATION GI-3

## CRASH DETAILS

## CASE VEHICLE AND OBJECT

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
47

## CASE VEHICLE ROLLOVER

- (0) NO ROLLOVER  
(1) YES, FIRST EVENT  
(2) YES, SUBSEQUENT EVENT  
(3) YES, SEQUENCE UNKNOWN  
(9) UNKNOWN

0  
48

CASE VEHICLE RAN OFF ROADWAY  
(BEFORE FIRST IMPACT)

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
49

MOVING CASE VEHICLE AND  
CONTACTED MOVING VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

1  
50

CASE VEHICLE AND  
CONTACTED STOPPED VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
51

STOPPED CASE VEHICLE AND  
CONTACTED VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
52

TOTAL NUMBER  
OF VEHICLES CONTACTED  
BY CASE VEHICLE IN CRASH

- (8) 8 OR MORE  
(9) UNKNOWN

1  
53

ANY FIRE IN THIS CRASH  
(NOT JUST CASE VEHICLE)

- (0) NO  
(1) YES  
(9) UNKNOWN

1  
54

HIGHEST POLICE INJURY  
SEVERITY CODE IN CRASH  
(NOT JUST CASE VEHICLE)

- (0) O - NO INJURY  
(1) C - POSSIBLE INJURY  
(2) B - NON-INCAPACITATING INJURY  
(3) A - INCAPACITATING INJURY  
(4) K - FATAL  
(5) INJURED, SEVERITY UNKNOWN  
(6) DIED PRIOR TO ACCIDENT  
(7) NON-FATAL INJURY  
SEVERITY UNKNOWN  
(9) UNKNOWN

4  
55

## DRIVER IMPAIRMENT

DRIVER ALCOHOL INVOLVEMENT  
(CASE VEHICLE)

- (0) NONE  
(1) YES  
(9) UNKNOWN/NOT REPORTED/  
NO DRIVER

0  
56

DRIVER ALCOHOL BAC  
(CASE VEHICLE)

- (80) NO TEST  
(90) CHEMICAL TESTS, NO RESULTS  
(95) AUTOPSY, NO RESULTS  
(99) UNKNOWN

0 0  
57 58

WAS THERE MENTION OF DRIVER  
IMPAIRMENT FOR CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

1  
59

## LIST IMPAIRMENTS MENTIONED:

Toxic levels of Benadryl.

Also Darvon and an

anti-depressant.

## POST - CRASH DETAIL

MANNER CASE VEHICLE  
LEFT SCENE

- (1) DRIVEN  
(2) TOWED DUE TO DAMAGE  
(3) TOWED, NOT DUE TO DAMAGE  
(4) TOWED, REASON UNKNOWN  
(9) UNKNOWN

2  
60



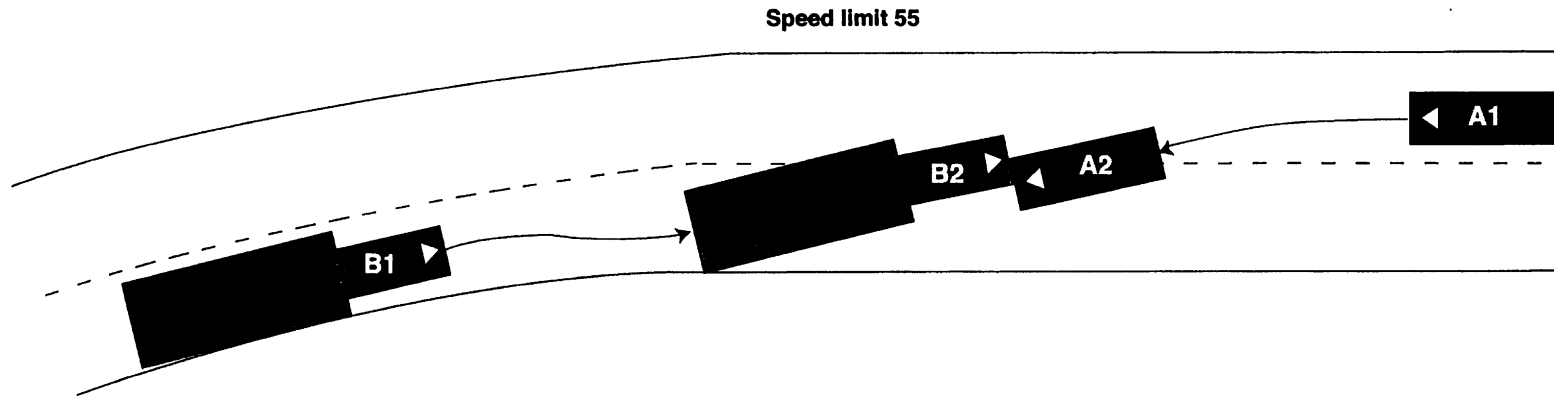
# ACCIDENT SCHEMATIC

ACCIDENT DESCRIPTION: Case vehicle (A) was traveling west and  
vehicle (B) was traveling east on the same road. Case  
vehicle (A) crossed the centerline, vehicle (B) tried to  
veer out of the way, but struck case vehicle (A) in the right-front.

CASE VEHICLE (A): 1998 Plymouth Breeze <sup>G</sup>  
 OTHER VEHICLE (B): 1994 Peterbilt Truck w/trailer  
 THIRD VEHICLE (C): \_\_\_\_\_



NORTH



Duplicate columns 1-8  
from the previous card.

Module 0 V Format 0 4  
9 10 11 12

OTHER VEHICLE OV-1

MAKE: Peterbilt

CARGO: Some kind of food

MODEL: Model 377 6x4, Conventional cab w/tandem  
Tractor

VIN 1 X P C D E 9 X 8 R N [REDACTED]

13

29

MANUFAC/BODY CODE

1 6 6 3 8  
30 34

MAKE/MODEL CODE

8 1 5 1  
38

MODEL YEAR

1 9 9 4  
39 42

VEHICLE MASS (kg)

9 9 9 9 9 9  
43 48

IF SEPARATE REPORT WAS MADE,  
GIVE VEHICLE NUMBER

0

NUMBER OF OCCUPANTS  
(ENTER 9'S IF UNKNOWN)

0 1  
51

TRAVELING SPEED (km/h)

9 9 9  
54

- (000) PARKED OR STOPPED  
(995) JUST STARTING UP  
(996) BACKING UP  
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
(998) SPEED EXCESSIVE (BUT UNKNOWN)  
(999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY  
CODE FOR THIS VEHICLE

- (0) O - NO INJURY  
(1) C - POSSIBLE INJURY  
(2) B - NON-INCAPACITATING INJURY  
(3) A - INCAPACITATING INJURY  
(4) K - FATAL  
(5) INJURED, SEVERITY UNKNOWN  
(6) DIED PRIOR TO ACCIDENT  
(7) NON-FATAL INJURY  
SEVERITY UNKNOWN  
(8) UNOCCUPIED VEHICLE  
(NOT APPLICABLE)  
(9) UNKNOWN

0  
55

#### VEHICLE TYPE

##### PASSENGER VEHICLE

- (02) LARGE  
(03) LIMOUSINE  
(17) PICKUP CAR  
(20) UNKNOWN PASSENGER VEHICLE BODY  
(24) SUB-MINI  
(25) MINI  
(26) SUB-COMPACT  
(27) COMPACT  
(28) INTERMEDIATE  
(29) FULL

3 8  
56 57

##### MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)  
(15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)  
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
(17) PICKUP CAR WITH CANOPY/SHELL COVER  
(21) MOTOR HOME  
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
(23) PICKUP CAR WITH SLIDE-IN CAMPER  
(31) CHASSIS-MOUNTED CAMPER

##### TRUCK

- (11) VAN  
(12) PICKUP TRUCK  
(13) UNKNOWN LIGHT TRUCK  
(15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
(30) UNKNOWN TRUCK TYPE  
(31) CHASSIS-MOUNTED CAMPER  
(33) DELIVERY VAN (WALK-IN)  
(34) STRAIGHT TRUCK  
(35) TRUCK-TRACTOR (BOBTAIL)  
(36) CHASSIS-CAB  
(37) UNKNOWN HEAVY TRUCK  
(38) TRACTOR & SEMI-TRAILER (SEMI)  
(39) TRUCK (OR SEMI) & FULL TRAILER(S)

##### BUS

- (40) UNKNOWN BUS TYPE  
(41) SCHOOL BUS  
(42) INTERCITY BUS (BETWEEN CITIES)  
(43) TRANSIT BUS (INTRACITY)  
(44) STREETCAR (ON TRACKS)  
  
(68) TRAIN (CARS)  
(69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)  
(999) UNKNOWN

9 9 9  
58 59 60

Duplicate columns 1-8  
from the previous card.

Module 0 9 V 10 Format 0 2  
11 12

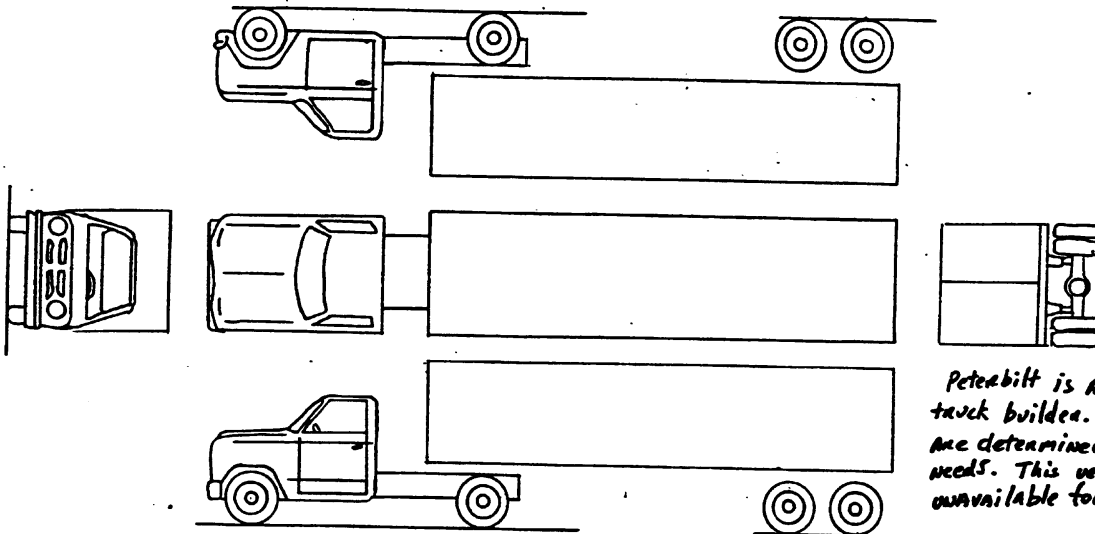
OTHER VEHICLE OV-2

ORIGINAL SPECIFICATIONS

*1994 Diesel Truck Index*

Wheelbase	<u>999</u> cm	Front Overhang	<u>999</u> cm
			<small>22 24</small>
Curb Weight	<u>999</u> kg	Rear Overhang	<u>999</u> cm
			<small>25 27</small>
Average Track Width	<u>999</u> cm	Undeformed End Width (UEW)	<u>999</u> cm
	<small>13 15</small>		<small>28 30</small>
Overall Length	<u>999</u> cm	Engine Displacement	<u>9.9</u> L
	<small>16 18</small>		<small>31 32</small>
Overall Width (OAW)	<u>999</u> cm	Engine: # of Cylinders	<u>06</u>
	<small>19 21</small>		<small>33 34</small>

VEHICLE DAMAGE



*Peterbilt is a custom  
truck builder. Specifications  
are determined by customer  
needs. This vehicle was  
unavailable for inspection.*

FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 999 cm

35 37

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  \_\_\_\_\_

99 %

38 39

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  \_\_\_\_\_

99 %

40 41

Duplicate columns 1-8  
from the previous card.

Module V D Format 0 4  
9 10 11 12

VEHICLE DESCRIPTION VD-1

MAKE: Plymouth  
MODEL: Breeze Expresso, 4-door sedan

CARGO: \_\_\_\_\_  
\_\_\_\_\_

VIN 1 P 3 E 5 4 6 C 5 W N                       
13 29

MANUFAC/BODY CODE 1 3 4 2 8  
30 34

MAKE/MODEL CODE 0 5 0 6  
38

MODEL YEAR 1 9 9 8  
39 42

VEHICLE MASS (kg) 0 0 1 3 2 8  
43 48

ODOMETER (km) 8 8 8 8 8 8  
(ENTER 9'S IF UNKNOWN) 49 54  
(ENTER 8'S IF ELECTRONIC)

NUMBER OF OCCUPANTS 0 1  
(ENTER 9'S IF UNKNOWN) 56

TRAVELING SPEED (km/h) 9 9 9  
59

(000) PARKED OR STOPPED  
(995) JUST STARTING UP  
(996) BACKING UP  
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
(998) SPEED EXCESSIVE (BUT UNKNOWN)  
(999) UNKNOWN

#### VEHICLE TYPE

##### PASSENGER VEHICLE

- (11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)  
(12) 2-DOOR SEDAN OR COUPE (ANY UPPER B-PILLAR)  
(13) 4-DOOR HARDTOP  
(14) 4-DOOR SEDAN  
(15) STATION WAGON  
(16) CONVERTIBLE  
(18) OTHER PASS. VEH. : \_\_\_\_\_  
(19) PASSENGER VEHICLE, TYPE UNKNOWN

##### MULTIPURPOSE PASSENGER VEHICLE

- (21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)  
(22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  
(23) VAN, SIZE UNKNOWN  
(24) VAN, SMALL (MINI)  
(25) VAN, LARGE  
(29) MPV, TYPE UNKNOWN  
(30) MOTOR HOME

##### TRUCK

- (31) PICKUP TRUCK, UNKNOWN  
(32) PICKUP TRUCK, SMALL (DOWNSIZED)  
(33) PICKUP TRUCK, LARGE  
(99) UNKNOWN

1 4  
60 61

#### STOLEN VEHICLE

- (0) NO  
(1) YES  
(8) NOT COLLECTED  
(9) UNKNOWN

8  
62

#### BODY STRUCTURE

- (1) BODY & FRAME  
(2) UNITIZED  
(3) INTEGRAL-STUB FRAME  
(4) BODY & PLATFORM FRAME (E.G. VW BUG)  
(5) PARTIALLY UNITIZED  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

2  
63

#### TRANSMISSION

- (0) NONE  
(1) AUTOMATIC  
(2) MANUAL  
(9) UNKNOWN

1  
64

#### LOCATION OF TRANSMISSION SELECTOR LEVER

- (1) FLOOR  
(2) CONSOLE  
(3) COLUMN  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

2  
65

#### STEERING

- (1) POWER  
(2) MANUAL  
(9) UNKNOWN

1  
66

#### BRAKES

- (1) POWER  
(2) MANUAL  
(9) UNKNOWN

1  
67

TYPE OF BRAKES

- (1) DRUM, ALL WHEELS
- (2) DISC, FRONT WHEELS
- (3) DISC, ALL WHEELS
- (9) UNKNOWN

2  
68

WHEELBASE (cm)  
(999) Unknown

279  
76 77 78

BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED
- (1) TWO-WHEEL
- (2) FOUR-WHEEL
- (7) EQUIPPED, UNKNOWN WHEELS
- (9) UNKNOWN

9  
69

PLASTIC ANTI-LACERATIVE  
INNER LAYER GLASS EQUIPPED

- (0) NONE
- (1) WINDSHIELD
- (2) WINDSHIELD AND SIDE
- (7) OTHER
- (9) UNKNOWN

0  
79

AIR CONDITIONING IN VEHICLE

- (0) NO
- (1) YES
- (8) NOT COLLECTED
- (9) UNKNOWN

8  
70

TYPE OF DRIVE

- (1) REAR WHEEL
- (2) FRONT WHEEL
- (3) FOUR WHEEL
- (4) ALL WHEEL DRIVE
- (9) UNKNOWN

2  
71

FIELD INVESTIGATOR INSTRUCTIONS:

1. INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.

EXAMPLES:

DUAL REAR WHEELS

- (0) NO
- (1) YES
- (9) UNKNOWN

0  
72

ORIGINAL TYPE  
OF RESTRAINT SYSTEM

- (1) ACTIVE BELT
- (2) PASSIVE BELT
- (3) AIRBAG
- (4) KNEE BOLSTERS
- (7) OTHER: \_\_\_\_\_
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

3  
73

EQUIPPED WITH ROLL BAR

- (0) NO
- (1) YES
- (9) UNKNOWN

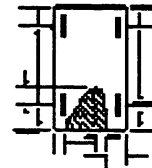
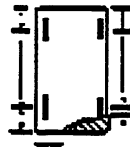
0  
74

TYPE OF ROOF

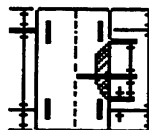
- (0) NONE
- (1) SOLID
- (2) T-TOP CLOSED
- (3) T-TOP OPEN
- (4) SUN ROOF CLOSED
- (5) SUN ROOF OPEN
- (6) CONVERTIBLE CLOSED
- (7) CONVERTIBLE OPEN
- (8) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
75

FRONT OR REAR



SIDE



ROOF (REFERENCE TO  
TOP OF DOOR SILL  
OR WINDOW SILL)



Duplicate columns 1-8  
from the previous card.

Module V D Format 0 2  
9 10 11 12

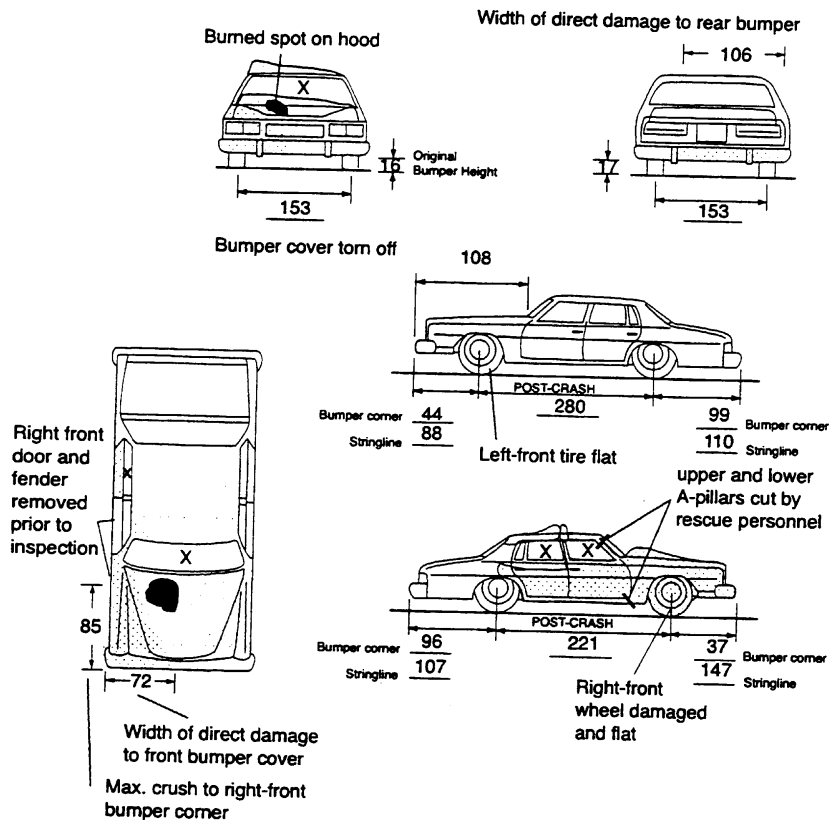
# VEHICLE DESCRIPTION VD-3

## ORIGINAL SPECIFICATIONS

Wheelbase	<u>274</u> cm	Front Overhang	<u>094</u> cm
Curb Weight	<u>1328</u> kg	Rear Overhang	<u>106</u> cm
Average Track Width	<u>153</u> cm	Undeformed End Width (UEW)	<u>150</u> cm
Overall Length	<u>474</u> cm	Engine Displacement	<u>2.0</u> L
Overall Width (OAW)	<u>182</u> cm	Engine: # of Cylinders	<u>04</u>

## VEHICLE DAMAGE

MEASUREMENTS IN CENTIMETERS



## FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 072 cm

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  48 %

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  48 %

Duplicate columns 1-8  
from the previous card.

Module D A Format 0 2  
9 10 11 12

DAMAGE DA-1

PRIMARY	CASE VEHICLE PRIMARY CDC	CONTACTED VEHICLE ASSOCIATED CDC
EVENT NUMBER	<u>1</u> 13	
IMPACT SPEED (km/h)	<u>999</u> 14 15 16	<u>999</u> 35 36 37
ESTIMATED BY	<u>1</u> 17	<u>1</u> 38
CRUSH (cm)	<u>085</u> 18 19 20	<u>999</u> 39 40 41
CDC #1	<u>12-F2AW-4</u> 21 27	<u>99-0000-0</u> 42 48
CDC #2	<u>98-0000-0</u> 28 34	<u>99-0000-0</u> 49 55

Duplicate columns 1-8  
from the previous card.

Module D A Format 0 3  
9 10 11 12

SECONDARY	CASE VEHICLE SECONDARY CDC	CONTACTED VEHICLE ASSOCIATED CDC
EVENT NUMBER	<u>8</u> 13	
IMPACT SPEED (km/h)	<u>    </u> 14 15 16	<u>    </u> 35 36 37
ESTIMATED BY	<u>    </u> 17	<u>    </u> 38
CRUSH (cm)	<u>    </u> 18 19 20	<u>    </u> 39 40 41
CDC #1	<u>    </u> <u>    </u> <u>    </u> <u>    </u> <u>    </u> <u>    </u> 21 27	<u>    </u> <u>    </u> <u>    </u> <u>    </u> <u>    </u> <u>    </u> 42 48
CDC #2	<u>    </u> <u>    </u> <u>    </u> <u>    </u> <u>    </u> <u>    </u> 28 34	<u>    </u> <u>    </u> <u>    </u> <u>    </u> <u>    </u> <u>    </u> 49 55

## CODES

### EVENT NUMBER

(8) NOT APPLICABLE  
(9) UNKNOWN

### IMPACT SPEED

(998) NOT APPLICABLE  
(999) UNKNOWN

### IMPACT SPEED ESTIMATOR

(1) INVESTIGATOR  
(2) DRIVER  
(3) POLICE  
(4) "CRASH" PROGRAM  
(5) OTHER COMPUTER PROGRAM  
SPECIFY: \_\_\_\_\_  
(7) OTHER: \_\_\_\_\_  
(8) NOT APPLICABLE  
(NO VEHICLE/NO IMPACT)

### CRUSH

(998) NOT APPLICABLE  
(NO VEHICLE/DAMAGE)  
(999) UNKNOWN

### CDC

(9800000) NOT APPLICABLE  
(9900000) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module D A Format 0 1  
9 10 11 12

DAMAGE DA-2

### MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 0 8 5  
13 15

RIGHT SIDE 0 0 0  
16 18

REAR 0 0 0  
19 21

LEFT SIDE 0 0 0  
22 24

ROOF 0 0 0  
25 27

OTHER 0 0 0  
28 30

### CHRONOLOGICAL SEQUENCE OF DAMAGE/INJURY PRODUCING CRASH EVENTS FOR CASE VEHICLE

NOTE: IF CHRONOLOGICAL ORDER  
IS UNKNOWN, EVENT  
ORDER IS OPTIONAL.

DO YOU KNOW THIS TABLE  
TO BE IN CHRONOLOGICAL ORDER?

1  
31

(0) NO  
(1) YES

EVENT NUMBER	IMPACT LOCATION (1) ON ROADWAY (2) SHOULDER/MEDIAN/GORE (3) ON ROADSIDE (4) OUTSIDE ROADSIDE RIGHT-OF-WAY (5) OTHER (6) OFF ROADWAY, LOC. UNK. (9) UNKNOWN	IMPACT CONFIGURATION FOR CODES, SEE TABLE ON PAGE DA-3.	OBJECT/VEHICLE CONTACTED FOR CODES, SEE TABLE ON PAGE DA-4.
# 1	<u>1</u> 32	<u>11</u> 34	<u>38</u> 36
#2	<u>   </u> 37	<u>   </u> 39	<u>   </u> 41
#3	<u>   </u> 42	<u>   </u> 44	<u>   </u> 46
#4	<u>   </u> 47	<u>   </u> 49	<u>   </u> 51
#5	<u>   </u> 52	<u>   </u> 54	<u>   </u> 56
#6	<u>   </u> 57	<u>   </u> 59	<u>   </u> 61
#7	<u>   </u> 62	<u>   </u> 64	<u>   </u> 66



CODES FOR  
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

## ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

## UNKNOWN

- (99) IMPACT TYPE UNKNOWN

CODES FOR VEHICLE/OBJECT CONTACTED

VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT

- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

SIZE

WHEELBASE

SUB-MINI	< 2286 mm (< 90")
MINI	2286 - 2412 mm (90" - 94.9")
SUB-COMPACT	2413 - 2539 mm (95" - 99.9")
COMPACT	2540 - 2666 mm (100" - 104.9")
INTERMEDIATE	2667 - 2793 mm (105" - 109.9")
FULL	2794 - 2920 mm (110" - 114.9")
LARGE	2921 - 3174 mm (115" - 124.9")
LIMOUSINE	> 3175 mm (> 125")

MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING  
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM  
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE  
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES



Duplicate columns 1-8  
from the previous card.

Module C R Format 0 1  
9 10 11 12

# CRASH RECONSTRUCTION CR-1

for  $\Delta V$

	CASE VEHICLE PRIMARY IMPACT		CASE VEHICLE SECONDARY IMPACT	
	CASE VEHICLE	CONTACTED VEHICLE	CASE VEHICLE	CONTACTED VEHICLE
EVENT NUMBER	<u>1</u> 13		<u>47</u>	
$\Delta V$ (km/h) TOTAL	<u>9</u> — 14 15 16	<u>9</u> — 32 33 34	<u>48</u> <u>49</u> <u>50</u>	<u>66</u> <u>67</u> <u>68</u>
LONGITUDINAL*	<u>9</u> — 17 20	<u>9</u> — 35 38	<u>51</u> — — <u>54</u>	<u>69</u> — — <u>72</u>
LATERAL*	<u>9</u> — 21 24	<u>9</u> — 39 42	<u>55</u> — — <u>58</u>	<u>73</u> — — <u>76</u>
*NOTE: THESE $\Delta V$ COMPONENTS MUST INCLUDE SIGN.				
EXAMPLES: 10 km/h = $\pm 010$ -7 km/h = $-007$				
ENERGY DISSIPATED BY CRUSH (kj)	<u>9</u> — 25 28	<u>9</u> — 43 46	<u>59</u> — — <u>62</u>	<u>77</u> — — <u>80</u>
RECONSTRUCTION				
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>11</u> 29 30		<u>63</u> <u>64</u>	
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL				
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL				
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL				
NOT RECONSTRUCTED BECAUSE				
(02) INSUFFICIENT DATA				
(03) EXCESSIVE UNDERRIDE/ OVERRIDE				
(04) ROLLOVER				
(05) VAULTING				
(06) OTHER TRAVEL IN MORE THAN ONE PLANE				
(07) NON-HORIZONTAL FORCE				
(08) SIDESWIPE-TYPE DAMAGE				
(09) YIELDING OBJECT				
(10) OTHER: _____				
(11) AT LEAST ONE VEHICLE BEYOND SCOPE				
(12) OTHER VEHICLE NOT INSPECTED				
MODE				
(1) CDC ONLY	<u>5</u> 31		<u>65</u>	
(2) CDC & DETAILED DAMAGE				
(3) TRAJECTORY & CDC				
(4) TRAJECTORY & CDC & DETAILED DAMAGE				
(5) NOT RECONSTRUCTED				
COMPUTER PROGRAM SPECIFY: _____				

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 2  
9 10 11 12

# CRASH RECONSTRUCTION CR-2

for EBS

	CASE VEHICLE PRIMARY IMPACT			CASE VEHICLE SECONDARY IMPACT		
	CASE VEHICLE	CONTACTED VEHICLE		CASE VEHICLE	CONTACTED VEHICLE	
EVENT NUMBER	<u>1</u> 13			<u>47</u>		
EBS (km/h) TOTAL	<u>073</u> 14 15 16	<u>9</u> — 32 33 34		<u>48</u> <u>49</u> <u>50</u>	<u>66</u> <u>67</u> <u>68</u>	
LONGITUDINAL*	<u>-073</u> 17 20	<u>9</u> — 35 38		<u>51</u> <u>54</u>	<u>69</u> <u>72</u>	
LATERAL*	<u>+000</u> 21 24	<u>9</u> — 39 42		<u>55</u> <u>58</u>	<u>73</u> <u>76</u>	
* NOTE: THESE EBS COMPONENTS MUST INCLUDE SIGN.						
EXAMPLES: 10 km/h = <u>+010</u> -7 km/h = <u>-007</u>						
ENERGY DISSIPATED BY CRUSH (kj)	<u>0327</u> 25 28	<u>9</u> — 43 46		<u>59</u> <u>62</u>	<u>77</u> <u>80</u>	
RECONSTRUCTION						
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>22</u> 29 30			<u>63</u> <u>64</u>		
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL						
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL						
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL						
NOT RECONSTRUCTED BECAUSE						
(02) INSUFFICIENT DATA						
(03) EXCESSIVE UNDERRIDE/OVERRIDE						
(04) ROLLOVER						
(05) VAULTING						
(06) OTHER TRAVEL IN MORE THAN ONE PLANE						
(07) NON-HORIZONTAL FORCE						
(08) SIDESWIPE-TYPE DAMAGE						
(09) YIELDING OBJECT						
(10) OTHER: _____						
(11) AT LEAST ONE VEHICLE BEYOND SCOPE						
(12) OTHER VEHICLE NOT INSPECTED						
MODE						
(1) CDC ONLY						
(2) CDC & DETAILED DAMAGE	<u>2</u> 31			<u>65</u>		
(3) TRAJECTORY & CDC						
(4) TRAJECTORY & CDC & DETAILED DAMAGE						
(5) NOT RECONSTRUCTED						
COMPUTER PROGRAM SPECIFY: _____						

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 3  
9 10 11 12

# CRASH RECONSTRUCTION CR-3

- NOTES:
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
  2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
  3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
  4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

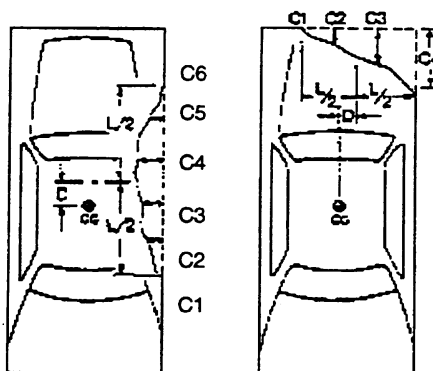
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L
1	Begin Rt BC, 72 cm to left	FT Bumpers, BC to BC

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown



VIEW = 150

DL 72

UDL 78

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	$C_1$	$C_2$	$C_3$	$C_4$	$C_5$	$C_6$	$\pm D$
		Length (DDL)	Max Crush								
1	1	72	110	85	44	53	65	83	93	110	+34
			-25		-25	-12	-2	-2	-12	-25	
1	1	072	085	085	019	041	063	081	081	085	+034
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2											

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 4  
9 10 11 12

# CRASH RECONSTRUCTION CR-4

- NOTES:
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
  2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
  3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
  4. USE THE CENTER OF THE WHEELBASE AS THE CG.

OTHER VEHICLE

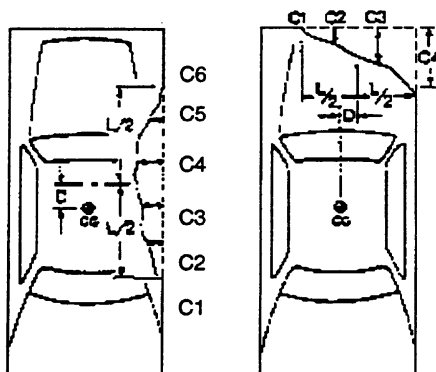
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown



DL \_\_\_\_\_

UDL \_\_\_\_\_

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	C <sub>4</sub>	C <sub>5</sub>	C <sub>6</sub>	±D
		Length (DDL)	Max Crush								
1	9	999	999	999	999	999	999	999	999	999	999
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2											

Duplicate columns 1-8  
from the previous card.

Module W T Format 0 1  
9 10 11 12

## WHEELS AND TIRES

WT-1

## WHEELS--DAMAGED

- (0) NO  
(1) YES  
(9) UNKNOWN

FLAT

LF 0  
13

RF 1

RR 0

LR 0  
16

SIZE (NOT DOT CODE. IF UNKNOWN, USE 9'S)

LF P 1 9 5 7 0 R 1 4  
25

RF 1  
3

RR 1  
4

LR 1  
55

## TIRE TREAD TYPE

- (1) REGULAR  
(2) SNOW  
(3) SLICKS  
(4) ALL WEATHER (MS)  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF 4  
17

RF 4

RR 4

LR 4  
20

## CARCASS CONSTRUCTION

- (1) BIAS  
(2) BELTED BIAS  
(3) RADIAL  
(4) ELLIPTICAL  
(5) HI PRESSURE SPARE  
(6) SPACE SAVER SPARE  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF 3  
21

RF 3

RR 3

LR 3  
24

IF VEHICLE IS EQUIPPED WITH DUAL  
WHEELS, COMPLETE FOR OUTER WHEELS  
AND MAKE NOTES ON INNER WHEELS.

NOTES: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



Duplicate columns 1-8  
from the previous card.

Module F T Format 0 1  
9 10 11 12

## FUEL AND FUEL TANKS FT-1

### TYPE OF PROPULSIVE FUEL

- (1) GASOLINE
- (2) DIESEL OIL
- (3) LPG
- (4) ELECTRIC
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
13

### AUXILIARY TANK TYPE

- (1) OEM TANK
- (2) AFTER MARKET TANK
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

8  
21

### MAIN TANK LOCATION

3 2 2  
14 16

### AUXILIARY TANK LOCATION

8 8 8  
22 24

### MAIN FILLER CAP LOCATION

3 1 3  
17 19

### AUXILIARY FILLER CAP LOCATION

8 8 8  
25 27

### MAIN TANK MATERIAL

3  
20

### AUXILIARY TANK MATERIAL

8  
28

### TANK AND FILLER CAP LOCATION CODES

#### FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

#### SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

#### THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F L Format 0 1  
9 10 11 12

FUEL LEAKAGE FL-1

DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

(1) YES COMPLETE PAGE.

0  
13

LEAK NUMBER	I LEAKING COMPONENT	II COMPONENT SOURCE	III TYPE OF DAMAGE	IV SEVERITY OF DAMAGE	V LOCATION OF LEAK	EVENT NUMBER
#1	<u>    </u> <u>    </u> 14 15	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 21
#2	<u>    </u> <u>    </u> 22 23	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 29
#3	<u>    </u> <u>    </u> 30 31	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 37
#4	<u>    </u> <u>    </u> 38 39	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 45
#5	<u>    </u> <u>    </u> 46 47	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 53

**I LEAKING COMPONENT**

**TANK AREA**

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

**DELIVERY SYSTEM**

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

**EVAPORATIVE EMISSION CONTROL SYSTEM**

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

**EEC SYSTEM (CONTINUED)**

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN
- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

**II COMPONENT SOURCE**

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

**III TYPE OF DAMAGE**

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

**IV SEVERITY OF DAMAGE**

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

**V LOCATION OF LEAK**

FIRST DIGIT  
(LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

SECOND DIGIT  
(LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F R Format 0 1  
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

(1) YES COMPLETE PAGE.

1  
13

DID FIRE START IN CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

1  
14

SEVERITY OF FIRE DAMAGE

- (1) MINOR  
(2) MODERATE  
(3) SEVERE  
(9) UNKNOWN

1  
16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE  
(2) SLOW/MODERATE  
(9) UNKNOWN

2  
15

DID AN INJURY TO CASE  
VEHICLE OCCUPANT RESULT FROM  
FIRE IN OR ON CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8  
from the previous card.

Module E D Format 0 1  
9 10 11 12

## EXTERIOR DAMAGE

ED-1

### HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

HOOD LATCH(ES)- -RELEASED

1  
13

-DAMAGED

1  
14

-JAMMED

0  
15

HOOD HINGES- -LEFT, DAMAGED

1  
16

-LEFT, SEPARATED  
(COMPLETE)

0  
17

-RIGHT, DAMAGED

1  
18

-RIGHT, SEPARATED  
(COMPLETE)

1  
19

HOOD REMAINED ON VEHICLE

1  
20

REAR EDGE OF HOOD- -ELEVATED

1  
21

-CONTACTED WINDSHIELD

1  
22

-PENETRATED WINDSHIELD

9  
23

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE
- (2) COWL AREA
- (3) SIDE
- (8) NOT APPLICABLE
- (9) UNKNOWN

1  
24

### STEERING COL FLEXIBLE COUPLING

FLEXIBLE COUPLING TYPE

- (0) NONE
- (1) FLEXIBLE MATERIAL
- (2) POT
- (3) SINGLE U-JOINT
- (4) DOUBLE U-JOINT
- (5) FLEXIBLE CABLE
- (6) COMBINATION OF ABOVE  
(CIRCLE EACH)
- (7) OTHER: \_\_\_\_\_
- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN, IF EQUIPPED

9  
26

COUPLING-

-DAMAGED

9  
27

(USE CODES  
FROM HOOD  
PERFORMANCE)

-SEPARATED  
(COMPLETE)

9  
28

### ENG COMPART TELESCOPING UNIT

TYPE OF UNIT

- (00) NONE INSTALLED
- (01) - (07) SEE UNITS ON PAGE ED-2
- (88) NOT COLLECTED
- (97) OTHER: \_\_\_\_\_
- (98) EQUIPPED, TYPE UNKNOWN
- (99) UNKNOWN IF EQUIPPED

8 8  
29 30

ORIGINAL LENGTH (mm)

F (OR H): \_\_\_\_\_

TELESCOPED LENGTH (mm)

G: \_\_\_\_\_

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO  
COMPRESSION
- (992) COMPRESSED, AMOUNT  
UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO BE MEASURED
- (998) NOT APPLICABLE (NOT  
EQUIPPED)
- (999) UNKNOWN

8 8 8  
31 32 33

### ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO
- (1) YES
- (9) UNKNOWN

0  
25

## LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

8  
 34

## LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

4  
 35

LOWER

4  
 36

-B-PILLAR, UPPER

0  
 37

LOWER

0  
 38

-C-PILLAR, UPPER

0  
 39

LOWER

0  
 40

-D-PILLAR, UPPER

8  
 41

LOWER

8  
 42

## LEFT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION  
 (2) DOOR-LATCH SEPARATION  
 (3) LATCH-STRIKER SEPARATION  
 (4) STRIKER-PILLAR SEPARATION  
 (5) BODY DISTORTION  
 (6) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (7) OPENED, REASON UNKNOWN

- (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 43

-REAR

0  
 44

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 45

-REAR

0  
 46

## REAR DOOR

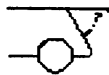
## REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)
- (1) HATCHBACK
- (2) ONE-WAY TAILGATE
- (3) TWO-WAY TAILGATE
- (4) CLAMSHELL/DISAPPEARING TAILGATE
- (5) SINGLE DOOR
- (6) DOUBLE DOOR
- (9) UNKNOWN

Hatchback



One-way



Two-way



or



Clamshell



Single door



Double door

HOW DID DOOR  
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

## OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
- (2) DOOR-LATCH SEPARATION
- (3) LATCH-STRIKER SEPARATION
- (4) STRIKER-PILLAR SEPARATION
- (5) BODY DISTORTION
- (6) COMBINATION OF ABOVE  
(CIRCLE EACH)
- (7) OPENED, REASON UNKNOWN
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

## DOOR JAMMED CLOSED

- (0) NO
- (1) YES
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

0  
47

8  
48

8  
49

## OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA  
DAMAGED DURING COLLISION?

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

0  
50

## SPARE TIRE

- (0) NO SPARE TIRE
- (1) NOT ATTACHED BEFORE COLLISION
- (2) ATTACHED, NOT SEPARATED IN COLLISION
- (3) ATTACHED, SEPARATED DUE TO COLLISION
- (8) NOT COLLECTED
- (9) UNKNOWN

8  
51

## TRAILER HITCH TYPE

- (0) NO HITCH

## BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)
- (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)
- (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)
- (4) LOAD EQUALIZING

## OTHER TYPES

- (5) RING-AND-PINTLE
- (6) FIFTH-WHEEL (INCL P/U)
- (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN IF EQUIPPED

0  
52
TRAILER TYPE  
(AT TIME OF COLLISION)

- (0) NO TRAILER
- (1) TRAVEL-TRAILER/CAMPER
- (2) MOBILE HOME
- (3) BOAT/SNOWMOBILE/ATV TRAILER
- (4) UTILITY TRAILER
- (5) TOWED CAR
- (7) OTHER: \_\_\_\_\_
- (8) TRAILER, TYPE UNKNOWN
- (9) UNKNOWN

0  
53

## RIGHT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

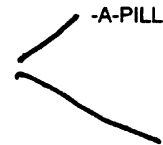
8  
 54

## RIGHT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

CUT  -A-PILLAR, UPPER

4  
 55

4  
 56

-B-PILLAR, UPPER

4  
 57

4  
 58

-C-PILLAR, UPPER

4  
 59

4  
 60

-D-PILLAR, UPPER

8  
 61

8  
 62

## RIGHT DOORS

HOW DID DOORS OPEN DURING COLLISION?

USE CODES:

(00) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (01) HINGE AREA SEPARATION  
 (02) DOOR-LATCH SEPARATION  
 (03) LATCH-STRIKER SEPARATION  
 (04) STRIKER-PILLAR SEPARATION  
 (05) BODY DISTORTION  
 (06) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (07) OPENED, REASON UNKNOWN  
 (11) VAN RIGHT-REAR DOOR OPENED  
 (ANY MECHANISM)

- (98) NOT APPLICABLE (NO DOOR)  
 (99) UNKNOWN

-FRONT

0 0  
 63 64

-REAR

0 0  
 65 66

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

1  
 67

-REAR

1  
 68

VAN REAR DOOR TYPE

- (0) VAN, NO REAR DOOR  
 (1) TRACK (SLIDING) - RIGHT SIDE  
 (2) SINGLE-HINGED - RIGHT SIDE  
 (3) DOUBLE-HINGED - RIGHT SIDE  
 (4) TRACK (SLIDING) - RIGHT & LEFT SIDE  
 (5) SINGLE-HINGED - RIGHT & LEFT SIDE  
 (6) DOUBLE-HINGED - RIGHT & LEFT SIDE  
 (7) TRACK AND HINGED COMBINATION  
 (8) NOT APPLICABLE (NOT A VAN)  
 (9) UNKNOWN

8  
 69

## WINDSHIELD DAMAGE

## WINDSHIELD CRACKED

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

1  
70

WINDSHIELD BROKEN  
(PLASTIC INTERLAYER TORN)

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

1  
71

CRACKED OR BROKEN  
BY OCCUPANT CONTACT

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

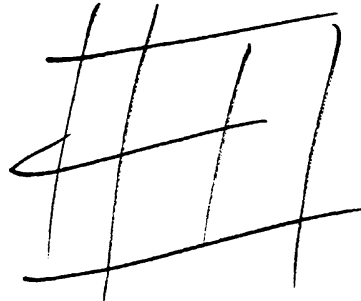
9  
72

## EXTENT OF BOND SEPARATION

- (0) NONE  
 (1) 1 - 20%  
 (2) 21 - 40  
 (3) 41 - 60  
 (4) 61 - 80  
 (5) 81 - 99  
 (6) TOTAL  
 (7) SEPARATED, AMOUNT  
 UNKNOWN  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

9  
73

## WINDSHIELD MARK ON CASE VEHICLE:



## WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED  
 (98) NOT APPLICABLE (NO WINDSHIELD)  
 (99) UNKNOWN

99  
74 75

## Roof

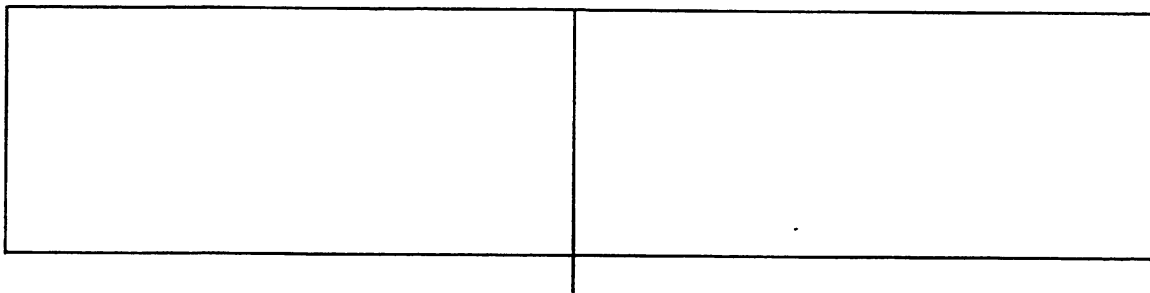
DID T-ROOF/SUN ROOF OPEN  
DURING COLLISION?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (NOT A T-ROOF OR SUN ROOF)  
 (9) UNKNOWN

8  
76

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.

*Windshield cut out by rescue*



      
L

      
C

      
R



## STEERING WHEEL

### STEERING WHEEL RIM DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

2  
13

### NUMBER OF STEERING WHEEL SPOKES

- (9) UNKNOWN

4  
14

### STEERING WHL SPOKE DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

1  
15

### STEERING WHEEL POSITION AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE  
NORMAL TOP OF THE WHEEL POINTED  
WHEN THE COLLISION OCCURRED?

#### EXAMPLES

O'CLOCK = 1 2

O'CLOCK = 0 2



(NORMAL STRAIGHT  
AHEAD)



O'CLOCK = 9 9

(99) UNKNOWN

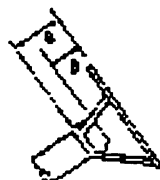
## STEERING WHEEL ENERGY ABSORBING DEVICE

(1) EXAMPLES:



BARRACUDA, 70 - 74  
CHALLENGER, 70 - 74  
CAPRI, 71 - 77

(2) EXAMPLES:



OMNI, 78 -  
HORIZON, 78 -

## STEERING COLUMN OPTIONS

### TILT FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED, UNK POSITION
- (2) UP
- (3) MIDDLE
- (4) LOWER
- (9) UNKNOWN IF EQUIPPED

3  
16

### SWING-AWAY FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

0  
17

### TELESCOPING FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

0  
18

### TYPE OF DEVICE

- (0) NONE
- (1) CONVOLUTED OR MESH CYLINDER
- (2) DEEP DISH STEERING WHEEL
- (7) OTHER: \_\_\_\_\_
- (8) NOT COLLECTED
- (9) UNKNOWN IF EQUIPPED

8  
19

### ORIGINAL DIMENSION (mm)

A: \_\_\_\_\_

### DAMAGE DIMENSION (mm)

B: \_\_\_\_\_

### DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT COMPRESSION
- (992) COMPRESSED, AMOUNT UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO MEASURE
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

8 8 8  
20 21 22

## STEERING WHEEL AND COLUMN SC-2

STEERING COLUMN  
ENERGY ABSORBING DEVICE

TYPE OF DEVICE \* (IF 27 OR 28)

- (00) NOT EQUIPPED  
(88) NOT COLLECTED  
(99) UNKNOWN

8	8
23	24

ORIGINAL LENGTH (mm)

C: \_\_\_\_\_

COMPRESSED LENGTH (mm)

D: \_\_\_\_\_

BRACKET DEFLECTION (IF CODE 36, 48,  
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE:  $\pm 10$ )

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
COMPRESSION  
(992) COMPRESSED, AMOUNT UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

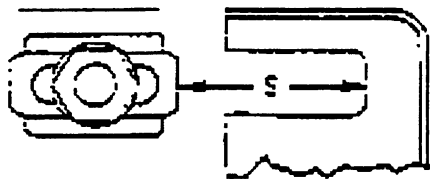
8	8	8
25	26	27

\* (ADD A &amp; B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT &amp; RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
SEPARATION  
(992) SEPARATED, AMOUNT UNKNOWN  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

8	8	8
28	29	30

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION  
(1) UPWARD APPARENT ROTATION  
(2) DOWNWARD APPARENT ROTATION  
(9) UNKNOWN

0
31

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION  
(1) LEFT APPARENT ROTATION  
(2) RIGHT APPARENT ROTATION  
(9) UNKNOWN

0
32

## STEERING WHEEL (CONTINUED)

## STEERING WHEEL HUB DAMAGE

- (0) NONE  
(1) OCCUPANT CONTACT  
(2) AIRBAG  
(3) OTHER \_\_\_\_\_  
(9) UNKNOWN

1
33



1 = Definitely 2 = Probably 3 = Possible

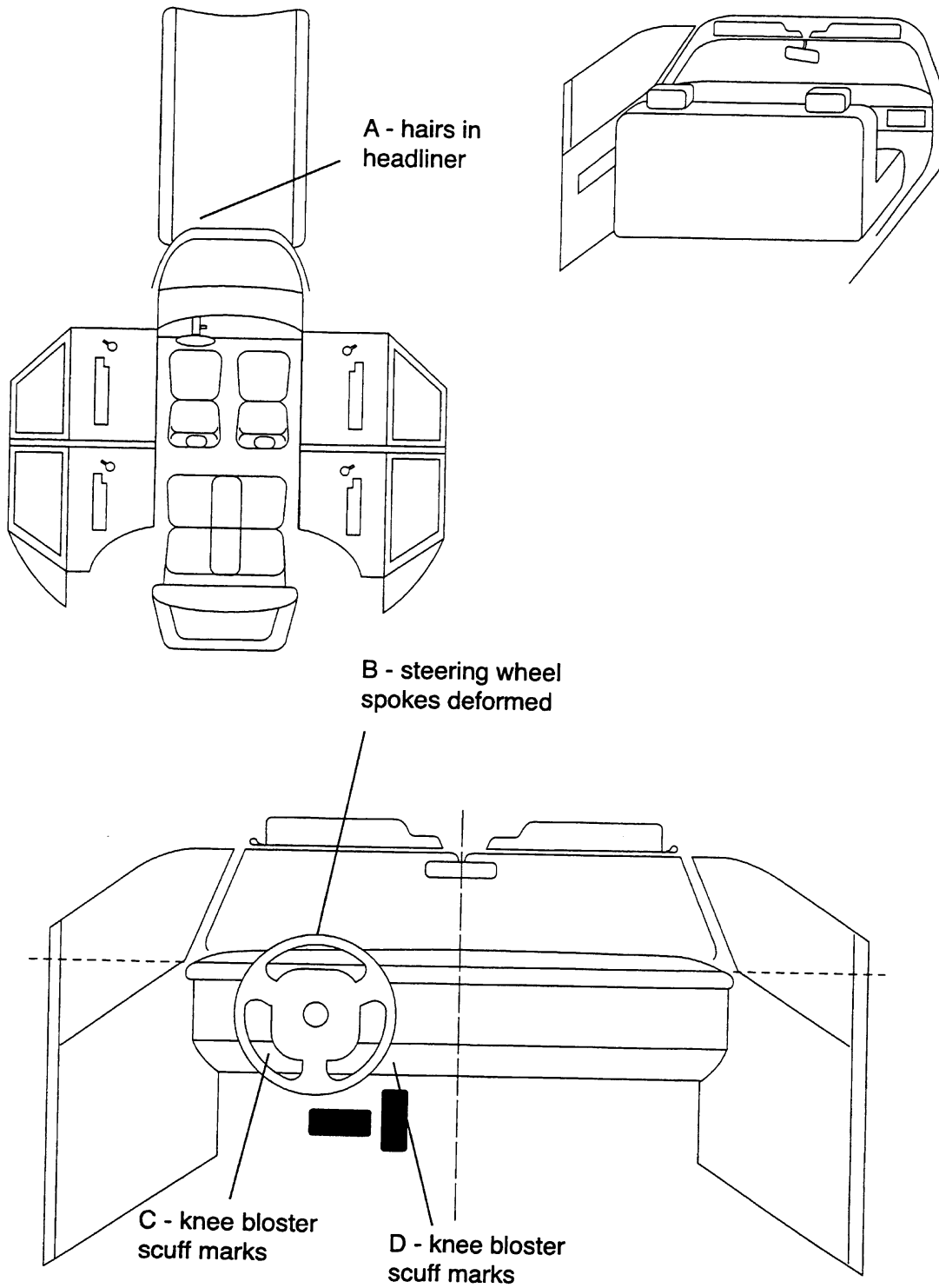
## INTRUSION IT-1

Location of Intrusion	Intruded Component	(All Measurements Are in Centimeters)				Dominant Crush Direction
		Comparison Value	–	Intruded Value	= Intrusion	
11	Roof	103	–	44	= 59	Z
11	Windshield header	171	–	139	= 32	X
11	Knee bolster	193	–	187	= 6	X
11	Trans. Tunnel	63	–	52	= 11	Y
12	Vertical console	168	–	125	= 43	X
12	Roof	103	–	44	= 59	Z
13	Roof siderail	109	–	74	= 35	Y
13	B-pillar	113	–	90	= 23	Y
13	Windshield header	171	–	105	= 66	X
13	Knee bolster	193	–	146	= 47	X
13	Roof	103	–	44	= 59	Z
13	B-pillar		–		= 15	X
23	Door	113	–	90	= 23	Y

## OCCUPANT CONTACT WORKSHEET

Contact	Interior Component Contacted	Occupant No. if Known	Body Region if Known	Supporting Physical Evidence	Confidence Level of Contact Point
A	Windshield Header	DR	Head	Hairs in headliner	2
B	Steering wheel	DR	Chest	Spokes deformed	1
C	Knee bolster	DR	Lt. leg	Scuff marks	1
D	Knee bolster	DR	Rt. Leg	Scuff marks	1
E					
F					
G					
H					
I					
J					
K					

VEHICLE OCCUPANT CONTACT DIAGRAM



## INTRUSION IT-3

## CODES FOR COLUMN B, OCCUPANT SPACE NUMBER

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

## FIRST DIGIT

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

## SECOND DIGIT

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- |                          |                 |                         |   |
|--------------------------|-----------------|-------------------------|---|
| (1) LEFT                 | (3) RIGHT       | .....                   | INDIVIDUAL SEAT                               |
| (1) LEFT                 | (2) CENTER      | (3) RIGHT               | ..... BENCH: FULL WIDTH 3 PASSENGER           |
| (1) LEFT                 | (2) LEFT CENTER | (6) RIGHT CENTER        | (3) RIGHT ..... BENCH: FULL WIDTH 4 PASSENGER |
| (1) LEFT                 | (2) CENTER      | (5) RIGHT & AISLE SPACE | ..... BENCH: PARTIAL WIDTH, LEFT              |
| (0) LEFT & SPACE         | (2) CENTER      | (5) RIGHT & SPACE       | ..... BENCH: PARTIAL WIDTH, CENTERED          |
| (4) ENTIRE VEHICLE WIDTH | .....           | CARGO AREA              |   |

## EXAMPLES

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

PASSENGER CAR  
5 PASSENGERS

X	X	11	13
X	X	X	21 22 23

VAN  
12 PASSENGER CAPACITY

X	X	11	13
X	X	X	21 22 25
X	X	X	31 32 35
X	X	X	X 41 42 46 43

## CODES FOR COLUMN F, MEASUREMENT AXIS

- (X) X-AXIS (FORE & AFT)  
 (Y) Y-AXIS (LATERAL)  
 (Z) Z-AXIS (VERTICAL)

## CODES FOR COLUMNS G, H, I &amp; J, OCCUPANT &amp; INJURY NUMBERS

OCCUPANT NUMBER	INJURY NUMBER	CONTACT
(00)	(00)	NO CONTACT
(##)	(00)	CONTACT, NO INJURY
(97)	(99)	CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN
(99)	(00) OR (99)	UNKNOWN IF CONTACT



## CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

## INDIVIDUAL COMPONENT

## GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

## INTERNAL

- (01) INSTRUMENT PANEL - *KNEE BOLSTER*  
 (02) FIRE WALL  
 (03) TOE PAN  
 (04) FLOOR PAN  
 (05) STEERING COLUMN  
 (06) WINDSHIELD  
 (07) WINDSHIELD HEADER  
 (08) A-PILLAR  
 (09) DOOR PANEL OR SIDE PANEL  
 (10) WINDOW FRAME  
 (11) B-PILLAR  
 (12) C-PILLAR  
 (13) D-PILLAR  
 (14) ROOF SIDE RAILS  
 (15) ROOF OR CONVERTIBLE TOP  
 (16) BACKLIGHT HEADER  
 (17) FRONT SEAT-BACK SURFACE/  
 SEAT-BACK BACK SURFACE  
 (18) SECOND SEAT-BACK SURFACE  
 SEAT-BACK BACK SURFACE  
 (19) THIRD SEAT-BACK SURFACE  
 SEAT-BACK BACK SURFACE  
 (20) FOURTH SEAT-BACK SURFACE  
 SEAT-BACK BACK SURFACE  
 (21) FIFTH SEAT-BACK SURFACE  
 SEAT-BACK BACK SURFACE  
 (22) BACK PANEL/BACK DOOR SURFACE  
 (23) SEAT CUSHION SURFACE/EDGE  
 (24) CONSOLE - *VERTICAL*  
 (25) OTHER (DESCRIBE)  
 (26) UNKNOWN INTERNAL SURFACES  
 (28) TRANSMISSION TUNNEL (HUMP)  
 (29) SIDE FOOTWELL PANEL (KICKPANEL)  
 (30) SILL

## EXTERNAL

- (43) HOOD  
 (44) OBJECT EXTERNAL TO PASSENGER  
 COMPARTMENT BUT PART  
 OF CASE VEHICLE  
 (45) OUTSIDE SURFACE OF CASE VEHICLE  
 (46) OTHER (E.G. SPARE TIRE,  
 JACK. DESCRIBE.)  
 (49) UNKNOWN EXTERNAL OBJECT

USE ONLY IF ALL THESE COMPONENTS  
 INTRUDED INTO A SINGLE OCCUPANT SPACE.

- (50) WINDSHIELD HEADER  
 A-PILLAR  
 ROOF SIDE RAIL

- (51) INSTRUMENT PANEL  
 A-PILLAR  
 DOOR PANEL

- (52) INSTRUMENT PANEL  
 A-PILLAR  
 WINDSHIELD HEADER

- (53) DOOR PANEL  
 B-PILLAR  
 ROOF RAIL

- (54) DOOR PANEL  
 A-PILLAR  
 ROOF RAIL

- (55) INSTRUMENT PANEL  
 FLOOR PAN  
 A-PILLAR  
 DOOR FRAME

- (56) ROOF RAIL  
 A-PILLAR  
 B-PILLAR  
 WINDOW FRAME

- (57) ROOF RAIL  
 A-PILLAR  
 B-PILLAR  
 C-PILLAR  
 DOOR PANEL

- (58) ROOF  
 ROOF RAIL  
 WINDOW FRAME  
 DOOR PANEL

- (59) BACKLIGHT HEADER  
 ROOF  
 C-PILLAR  
 THIRD SEAT-BACK

- (60) ROOF  
 ROOF RAIL  
 A-PILLAR  
 B-PILLAR  
 C-PILLAR  
 WINDOW FRAME  
 DOOR PANEL  
 FLOOR PAN

- (61) INSTRUMENT PANEL  
 TOE PAN  
 WINDSHIELD HEADER  
 A-PILLAR  
 ROOF RAIL  
 WINDOW FRAME  
 DOOR PANEL  
 ROOF

- (62) ROOF  
 ROOF RAIL  
 C-PILLAR  
 WINDOW FRAME  
 FLOOR PAN  
 SECOND SEAT  
 DOOR PANEL

- (63) ROOF RAIL  
 ROOF  
 B-PILLAR  
 WINDOW FRAME  
 FLOOR PAN  
 DOOR PANEL  
 SECOND SEAT  
 FRONT SEAT

- (64) ROOF RAIL  
 ROOF OR CONVERTIBLE TOP  
 A-PILLAR  
 B-PILLAR  
 WINDOW FRAME  
 WINDOW HEADER

- (65) WINDSHIELD  
 WINDSHIELD HEADER  
 ROOF SIDE RAIL

- (66) WINDSHIELD  
 WINDSHIELD HEADER  
 A-PILLAR

(98) NOT APPLICABLE

(99) UNKNOWN



Duplicate columns 1-8  
from the previous card.

Module 1 1 T 1  
9 10 11 12

INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION? 1

13

WAS INTRUSION CATASTROPHIC? 0

14

- (0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.  
(1) YES ANSWER NEXT QUESTION.  
(9) UNKNOWN SKIP PAGE.

- (0) NO COMPLETE PAGE.  
(1) YES SKIP PAGE.

Duplicate columns 1-8  
from the previous card.

Module 1 1 T 2  
9 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.

CODES FOR B, F, G, H, I, J ON PAGE IT-3

CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0 1</u>	<u>11</u>	<u>15</u>	<u>1</u>	<u>00</u>	<u>00</u>	<u>59</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 2</u>	<u>11</u>	<u>07</u>	<u>1</u>	<u>32</u>	<u>00</u>	<u>00</u>	<u>01</u>	<u>02</u>	<u>01</u>	<u>01</u>
<u>0 3</u>	<u>11</u>	<u>28</u>	<u>1</u>	<u>00</u>	<u>11</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 4</u>	<u>11</u>	<u>01</u>	<u>1</u>	<u>06</u>	<u>00</u>	<u>00</u>	<u>01</u>	<u>19</u>	<u>00</u>	<u>00</u>
<u>0 5</u>	<u>12</u>	<u>15</u>	<u>1</u>	<u>00</u>	<u>00</u>	<u>59</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 6</u>	<u>12</u>	<u>24</u>	<u>1</u>	<u>43</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 7</u>	<u>13</u>	<u>07</u>	<u>1</u>	<u>66</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8  
from the previous card.

Module 1 1 T 3  
9 10 11 12

NOTE: IF NO SIDE DOOR INTRUSION,  
SKIP REMAINDER OF PAGE.

SIDE DOOR INTRUSION  
RESULTED FROM

INTRUSION  
NUMBER CAUSE

CODES  
FOR CAUSE:

09 1

13 15

(1) DIRECT

16 18

(2) INDUCED

19 21

(9) UNKNOWN

IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED  
DOOR INTRUSION, CODE COMPONENT

INTRUSION  
NUMBER

DAMAGED  
COMPONENT 1

DAMAGED  
COMPONENT 2

CODES  
FOR COMPONENTS

A 09

22 23

2

0

25

B    

26 27

29

C    

30 31

33

D    

34 35

37

- (0) NONE  
(1) A-PILLAR  
(2) B-PILLAR  
(3) C-PILLAR  
(4) LATCH/STRIKER  
(5) HINGES  
(7) OTHER:      
(8) NOT APPLICABLE  
(9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module 1 T Format 0 2  
9 10 11 12

INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

-- ADDITIONAL PAGE --

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
CODES FOR B, F, G, H, I, J ON PAGE IT-3  
CODES FOR C ON PAGE IT-4 OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0 8</u>	<u>13</u>	<u>15</u>	<u>1</u>	<u>00</u>	<u>00</u>	<u>59</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 9</u>	<u>13</u>	<u>01</u>	<u>1</u>	<u>47</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>1 0</u>	<u>13</u>	<u>14</u>	<u>1</u>	<u>00</u>	<u>35</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>1 1</u>	<u>13</u>	<u>11</u>	<u>1</u>	<u>00</u>	<u>23</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>1 2</u>	<u>23</u>	<u>09</u>	<u>1</u>	<u>00</u>	<u>23</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>1 3</u>	---	---	---	---	---	---	---	---	---	---
<u>1 4</u>	---	---	---	---	---	---	---	---	---	---
<u>1 5</u>	---	---	---	---	---	---	---	---	---	---
<u>1 6</u>	---	---	---	---	---	---	---	---	---	---
<u>1 7</u>	---	---	---	---	---	---	---	---	---	---
<u>1 8</u>	---	---	---	---	---	---	---	---	---	---
<u>1 9</u>	---	---	---	---	---	---	---	---	---	---
<u>2 0</u>	---	---	---	---	---	---	---	---	---	---
<u>2 1</u>	---	---	---	---	---	---	---	---	---	---
<u>2 2</u>	---	---	---	---	---	---	---	---	---	---
<u>2 3</u>	---	---	---	---	---	---	---	---	---	---
<u>2 4</u>	---	---	---	---	---	---	---	---	---	---
<u>2 5</u>	---	---	---	---	---	---	---	---	---	---

Duplicate columns 1-8  
from the previous card.

Module 1 9 D 10 Format 0 1  
9 10 11 12

# INTERIOR DAMAGE

ID-1

## CODES:

- (0) NO  
(1) YES  
(3) NO, and OCCUPANT CONTACT

- (4) YES, and OCCUPANT CONTACT  
(8) NOT APPLICABLE  
(9) UNKNOWN

	LEFT	RIGHT				
<b>SIDES</b>			<b>FRONT</b>		<b>INSTRUMENT PANEL</b>	
FRONT DOOR	<u>0</u> 13	<u>9</u> 14	FOOT CONTROLS	<u>1</u> 45	UPPER PANEL	<u>1</u> 55
FRONT HARDWARE	<u>0</u> 15	<u>9</u> 16	IGNITION KEYS	<u>0</u> 46	MID PANEL	<u>1</u> 56
FRONT ARMREST	<u>0</u> 17	<u>9</u> 18	REAR VIEW MIRROR	<u>1</u> 47	LOWER PANEL	<u>4</u> 57
FRONT GLASS	<u>0</u> 19	<u>9</u> 20	SUNVISOR/FITTINGS	<u>7</u> 48	ASHTRAY	<u>1</u> 58
REAR DOOR AREA	<u>0</u> 21	<u>1</u> 22	(5) LEFT SIDE ONLY - 4 (6) RIGHT SIDE ONLY - 1 (7) BOTH SIDES		CONTROL KNOBS & LEVERS	<u>1</u> 59
REAR HARDWARE	<u>0</u> 23	<u>1</u> 24	WINDSHIELD TOP MOLDINGS	<u>4</u> 49	GLOVE COMPARTMENT AREA	<u>1</u> 60
REAR ARMREST	<u>0</u> 25	<u>1</u> 26	LEFT A-PILLAR (UPPER OR LOWER)	<u>0</u> 50	INSTRUMENTS	<u>1</u> 61
REAR GLASS	<u>0</u> 27	<u>1</u> 28	RIGHT A-PILLAR (UPPER OR LOWER)	<u>1</u> 51	PARKING BRAKE RELEASE	<u>0</u> 62
ROOF SIDE RAIL	<u>0</u> 29	<u>1</u> 30	CENTER CONSOLE	<u>1</u> 52	PARKING BRAKE PEDAL	<u>0</u> 63
B-PILLAR	<u>0</u> 31	<u>1</u> 32	TRANSMISSION SELECTOR LEVER	<u>1</u> 53	A/C OR UPPER VENT OUTLETS	<u>1</u> 64
C-PILLAR	<u>0</u> 33	<u>1</u> 34	RIM, HORN, SPOKE	<u>4</u> 54	HEATER OR A/C DUCTS	<u>1</u> 65
D-PILLAR	<u>8</u> 35	<u>8</u> 36			RADIO	<u>1</u> 66
HEADLINING	<u>1</u> 37	<u>1</u> 38			OTHER: * _____	<u>8</u> 67
ROOF STRUCTURE	<u>1</u> 39	<u>1</u> 40				
T-ROOF/SUN ROOF	<u>8</u> 41	<u>8</u> 42				
OTHER: * _____	<u>8</u> 43	<u>8</u> 44				
					<b>REAR</b>	
					WINDOW	<u>0</u> 68
					WINDOW HEADER	<u>0</u> 69
					<b>CONSOLES</b>	
					VERTICAL	<u>4</u> 70
					ROOF	<u>8</u> 71

\* MORE THAN ONE ITEM MAY BE NOTED.

Duplicate columns 1-8  
from the previous card.Module S T Format 0 2  
9 10 11 12

## SEATS

ST-1

FRONT SEAT		DRIVER	PASSENGER	FRONT SEAT-BACK		DRIVER	PASSENGER
<b>TYPE OF FRONT SEAT</b> (00) NO SEAT (01) STANDARD BENCH (02) SPLIT BACK, 50-50 (03) SPLIT BACK, DRIVER WIDE (04) SPLIT BACK, PASS. WIDE (05) BUCKET (06) CAPTAIN'S CHAIR (07) INDIV. BENCH, 50-50 (08) INDIV. BENCH, DRIVER WIDE (09) INDIV. BENCH, PASS. WIDE (97) OTHER: _____ (99) UNKNOWN		<u>05</u> 13 14	<u>05</u> 15 16	<b>SEAT-BACK TYPE</b> (1) FORWARD FOLDING (2) RIGID (3) RECLINING (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>3</u> 30	<u>3</u> 31
<b>TYPE OF SEAT MOUNT</b> (1) STANDARD (2) PEDESTAL (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 17	<u>1</u> 18	<b>SEAT-BACK LOCK TYPE</b> (0) NONE (1) MANUAL (2) INERTIA (3) POWER (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 32	<u>1</u> 33
<b>SWIVEL MECHANISM EQUIPPED</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 19	<u>0</u> 20	<b>LOCKS HELD</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 34	<u>1</u> 35
<b>ORIGINAL EQUIPMENT SEATS</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 21	<u>1</u> 22	<b>RECLINER MECHANISM HELD</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 36	<u>1</u> 37
<b>CONTACT OF SEAT BY REAR OCCUPANT</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>8</u> 23	<u>8</u> 24	<b>HEAD RESTRAINT</b> <b>HEAD RESTRAINT TYPE</b> (0) NONE (1) ADJUSTABLE (2) INTEGRAL (3) NOT INTEGRAL, BUT CANNOT BE REMOVED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 38	<u>1</u> 39
<b>FRONT SEAT DAMAGE</b> (0) NONE (1) BACKREST ONLY DAMAGED (2) CUSHION ONLY DAMAGED (3) BACKREST & CUSHION DAMAGED (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 25	<u>0</u> 26	<b>REMOVED PRE-CRASH</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 40	<u>0</u> 41
<b>CENTER ARMREST DAMAGED</b> (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED		<u>1</u> 27		<b>ADJUSTMENT AT CRASH</b> (1) UP (2) DOWN (8) NOT APPLICABLE (9) UNKNOWN		<u>2</u> 42	<u>2</u> 43
<b>FRONT SEAT ROTATION</b> (0) NONE APPARENT (1) FORWARD APPARENT (2) REARWARD APPARENT (3) LEFT APPARENT (4) RIGHT APPARENT (5) MULTIPLE ROTATIONS SPECIFY _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 28	<u>0</u> 29	<b>HEAD RESTRAINT DAMAGE</b> (0) NONE (1) DAMAGED BUT NOT SEPARATED (2) SEPARATED (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 44	<u>0</u> 45

FRONT SEAT ADJUSTMENT		DRIVER	PASSENGER	SECOND SEAT (CONT.)	
<b>SEAT ADJUSTMENT TYPE</b> (0) NONE (RIGID) (1) MANUAL (2) POWER (7) OTHER: _____ (8) NOT APPLICABLE (NO SEAT) (9) UNKNOWN		<u>1</u> 46	<u>1</u> 47	<b>CENTER ARMREST DAMAGED</b>  (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED	
<b>ADJUSTMENT PROVIDED</b> (1) 2-WAY (2) 4-WAY (3) 6-WAY (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 48	<u>1</u> 49	<b>SECOND SEAT-BACK</b>  <b>LOCKS</b>  <b>FOR THE FOLLOWING, USE:</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN	
<b>SEAT ADJUSTER DAMAGE</b> (0) NONE (1) CHUCKING (FREE PLAY) (2) DEFORMED (RELEASED/JAMMED) (3) SEPARATED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 50	<u>9</u> 51	<b>LEFT OR CENTER, EQUIPPED</b> <u>1</u> 61	<u>0</u> 62
<b>SEAT ADJUSTER SEPARATION</b> (0) NONE (1) SEPARATED AT FLOOR (2) SEPARATION OF ADJUSTER (3) SEPARATED AT SEAT (8) NOT APPLICABLE (9) UNKNOWN		<u>8</u> 52	<u>0</u> 53	<b>LEFT OR CENTER, HELD</b> <u>1</u> 63	<u>8</u> 64
<b>PRE-CRASH POSITION</b> (1) FORWARD (2) MIDDLE (3) REARWARD (8) NOT APPLICABLE (9) UNKNOWN		<u>3</u> 54	<u>3</u> 55	<b>RIGHT, EQUIPPED</b> <u>0</u> 65	<u>1</u> 66
<b>SECOND SEAT</b> <b>TYPE OF SECOND SEAT</b> (0) NONE (1) NON-FOLDING (2) FOLDING (3) CAPTAIN'S CHAIR (4) JUMP SEAT (5) INTEGRAL CHILD SEAT (6) LUGGAGE AREA ACCESS PANEL (9) UNKNOWN		<b>LEFT</b>  <u>6</u> 56	<b>RIGHT</b>  <u>6</u> 57	<b>EQUIPPED</b> <u>0</u> 69	<u>0</u> 70
<b>SECOND SEAT DAMAGE</b> (0) NONE (1) BACKREST ONLY (DAMAGED OR LOOSENED) (2) CUSHION ONLY (DAMAGED OR LOOSENED) (3) BACKREST & CUSHION (DAMAGED OR LOOSENED) (4) INTEGRAL CHILD SEAT (PRIORITY CODE) (5) LUGGAGE AREA ACCESS PANEL (DAMAGED OR LOOSENED) (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 58	<u>0</u> 59	<b>BACKREST DAMAGED</b> <u>8</u> 71	<u>8</u> 72
				<b>CUSHION DAMAGED</b> <u>8</u> 73	<u>8</u> 74
				<b>VEHICLE EQUIPPED WITH REAR HEAD RESTRAINTS</b>  (0) NOT EQUIPPED (OR REMOVED) (1) EQUIPPED (2) EQUIPPED & DAMAGED (8) NOT APPLICABLE (NO REAR SEAT) (9) UNKNOWN  <i>Applies to any rear-seat position</i>	

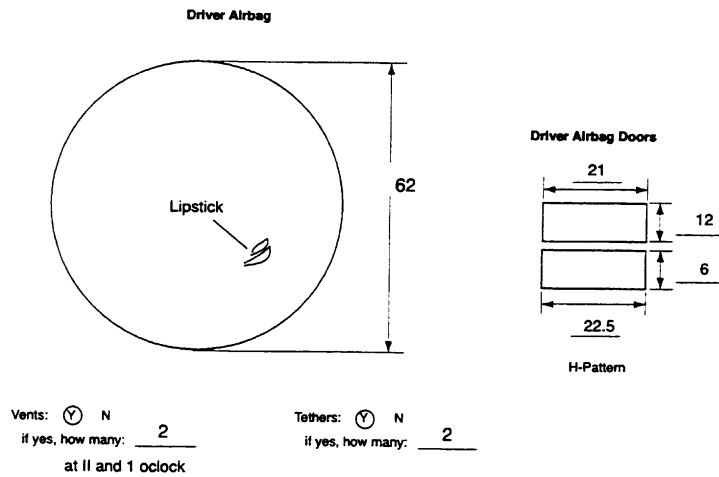
Duplicate columns 1-8  
from the previous card.

Module A B Format 0 1  
9 10 11 12

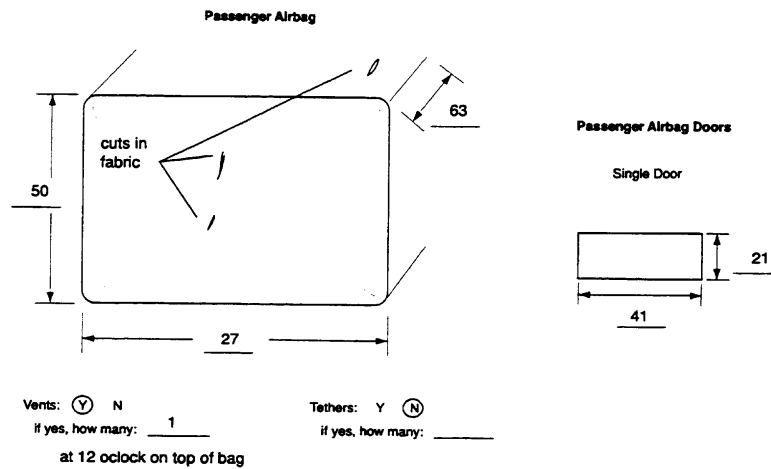
AIRBAG AB-1

<p>DRIVER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 13</p> <p><u>1</u> 14</p>	<p>PASSENGER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 16</p> <p><u>1</u> 17</p>
<p>CONDITION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>0</u> 15</p>	<p>CONDITION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>2</u> 18</p>
<p>DRIVER SIDE</p> <p>AIRBAG</p> <p>STEERING WHEEL</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 19</p> <p><u>1</u> 20</p>	<p>PASSENGER SIDE</p> <p>AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>0</u> 21</p> <p><u>0</u> 22</p>

AIRBAG NUMBER ON DRIVER SIDE:



AIRBAG NUMBER ON PASSENGER SIDE:



NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,  
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,  
ARE TO BE FILLED IN  
FOR EACH CASE VEHICLE OCCUPANT,  
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,  
USE ADDITIONAL COPIES  
OF PAGES OC-1, OC-2, OC-3,  
AND IC-2 TO DESCRIBE THEM  
AND ATTACH THE COPIES TO THIS REPORT.



Duplicate columns 1-8  
from the previous card.

Module 0 C Format 0 2  
9 10 11 12

# OCCUPANT INFORMATION OC-1

## OCCUPANT IDENTIFICATION

OCCUPANT NUMBER

01  
13 14

ROLE OF OCCUPANT AT 1ST IMPACT

- (1) MOTOR VEHICLE DRIVER  
(2) MOTOR VEHICLE PASSENGER  
(NOT DRIVER)  
(9) UNKNOWN

1  
15

## PHYSICAL DESCRIPTION

AGE IN YEARS

- (00) LESS THAN 1 YEAR  
(98) 98 YEARS OR OLDER  
(99) UNKNOWN

57  
20 21

AGE IN MONTHS

- (00) LESS THAN 1 MONTH  
(25) 25 MONTHS OR OLDER  
(99) UNKNOWN

25  
22 23

MASS (kg)

(999) UNKNOWN

(231 lb)

105  
24 25 26

HEIGHT (cm)

(999) UNKNOWN

(5ft, 6.5in)

169  
27 28 29

SEX

- (1) MALE  
(2) FEMALE  
(9) UNKNOWN

2  
30

## OCCUPANT POSITION

ROW LOCATION

- (1) FRONT  
(2) SECOND  
(3) THIRD  
(4) FOURTH  
(7) OTHER: \_\_\_\_\_  
(8) EXTERNAL TO PASSENGER  
COMPARTMENT (E.G. BED OF PICKUP)  
(9) UNKNOWN

1  
16

LATERAL LOCATION

- (1) LEFT  
(2) LEFT CENTER  
(3) CENTER  
(4) RIGHT CENTER  
(5) RIGHT  
(6) ALL (LYING ON SEAT)  
(8) EXTERNAL TO PASSENGER  
COMPARTMENT  
(9) UNKNOWN

1  
17

POSTURE

- (10) SITTING ON SEAT  
(11) SITTING ON SEAT IN ABNORMAL  
POSITION (E.G. FEET ON DASH,  
SIDEWAYS)  
(12) SITTING ON CONSOLE  
(20) ON LAP OR IN ARMS  
(30) STANDING ON SEAT  
(40) STANDING ON FLOOR  
(47) STANDING, EXTERNAL TO  
PASSENGER COMPARTMENT  
(50) IN BASSINET  
(60) IN CHILD SEAT  
(65) IN CHILD HARNESS  
(70) LYING ON SEAT  
(80) LYING/SITTING ON PASSENGER  
FLOOR  
(83) LYING/SITTING ON OTHER  
OBJECT IN PASSENGER  
COMPARTMENT: \_\_\_\_\_  
(85) ON CARGO FLOOR/FOLDED  
SEAT-BACK  
(87) LYING/SITTING, EXTERNAL TO  
PASSENGER COMPARTMENT  
(97) OTHER: \_\_\_\_\_  
(99) UNKNOWN

10  
18 19

## MEDICAL CONDITIONS

TREATMENT/MORTALITY

- (00) NONE  
(01) FIRST AID AT SCENE  
(02) TREATED AT HOSPITAL/CLINIC  
BUT NOT ADMITTED  
(03) HOSPITALIZED FOR OBSERVATION  
LESS THAN 24 HOURS  
(04) HOSPITALIZED OVER 24 HOURS  
OR FOR SIGNIFICANT TREATMENT  
(05) FATAL, DEAD AT SCENE  
(06) FATAL, DOA  
(07) FATAL, DEAD WITHIN 24 HOURS  
(08) FATAL, DEAD 24 HOURS TO  
31 DAYS LATER  
(09) FATAL, DEAD 31 DAYS TO  
1 YEAR LATER  
(10) FATAL DEAD WITHIN UNKNOWN  
PERIOD  
(99) UNKNOWN

05  
31 32

INJURY SEVERITY SCORE (ISS)

(99) UNKNOWN

75  
33 34

NON-IMPACT MED. CONDITIONS

- (0) NONE  
(1) YES, TIME & TYPE UNKNOWN  
(2) PRE-CRASH FATAL (CLINICAL  
DEATH AT WHEEL)  
(3) PRE-CRASH NON-FATAL (E.G.  
PRIOR INJURY, STROKE)  
(4) PREGNANT  
(5) POST-CRASH FATAL (DROWNING)  
(6) POST-CRASH NON-FATAL INJURY  
(7) OTHER: \_\_\_\_\_  
(8) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(9) UNKNOWN

0  
35

OCCUPANT INFORMATION OC-2					
<b>MEDICAL CONDITIONS (CONT.)</b>  <b>POLICE INJURY SEVERITY CODE FOR THIS OCCUPANT</b>  (0) O - NO INJURY (1) C - POSSIBLE INJURY (2) B - NON-INCAPACITATING (3) A - INCAPACITATING INJURY (4) K - FATAL (5) INJURED, SEVERITY UNKNOWN (6) DIED PRIOR TO IMPACT (7) NON-FATAL INJURY, SEVERITY UNKNOWN (9) UNKNOWN		<div style="font-size: 2em;">4</div> <div>36</div>	<b>CHILD SEAT TYPE</b>  (00) NONE USED (01) YES, USED (02) INTEGRAL, Chrysler Mini-van (88) NOT APPLICABLE (ADULT OR OLDER CHILD) (99) UNKNOWN  <b>CHILD SEAT MAKE/MODEL</b>  <hr/> <hr/> <hr/>		<div style="font-size: 1.5em;">8 8</div> <div>41 42</div>
<b>RESTRAINT SYSTEM</b>  <b>ACTIVE RESTRAINT SYSTEM</b>  (0) NONE (1) LAP BELT (2) SHOULDER HARNESS ONLY (3) BOTH LAP BELT & SHOULDER HARNESS (9) UNKNOWN  <b>ACTIVE RESTRAINT SYSTEM USAGE</b>  (0) NONE (AVAILABLE BUT NOT USED) (1) LAP BELT ONLY (2) SHOULDER HARNESS ONLY (3) BOTH LAP BELT & SHOULDER HARNESS (7) IMPROPER USAGE (8) NOT APPLICABLE (NONE AVAILABLE) (9) UNKNOWN  <b>PASSIVE RESTRAINT SYSTEM</b>  (0) NONE (1) AIRBAG INSTALLED (2) PASSIVE UPPER TORSO WITH KNEE BOLSTERS (3) PASSIVE UPPER TORSO WITHOUT KNEE BOLSTERS (4) PASSIVE LAP & UPPER TORSO (5) AIRBAG INSTALLED & PASSIVE RESTRAINT (7) OTHER: _____ (9) UNKNOWN  <b>PASSIVE RESTRAINT SYSTEM USAGE</b>  (0) SYSTEM DEFEATED (1) AIRBAG NOT DEPLOYED (2) AIRBAG DEPLOYED (3) AIRBAG NOT REINSTALLED (4) PASSIVE UPPER TORSO USED (5) PASSIVE LAP & UPPER TORSO USED (6) SYSTEM USED IN MANUAL MODE (7) IMPROPER USAGE (8) NOT APPLICABLE (NOT ORIGINALLY EQUIPPED) (9) UNKNOWN		<div style="font-size: 2em;">3</div> <div>37</div>  <div style="font-size: 2em;">3</div> <div>38</div>  <div style="font-size: 2em;">1</div> <div>39</div>  <div style="font-size: 2em;">2</div> <div>40</div>	<b>EJECTION</b>  <b>DEGREE OF EJECTION</b>  (0) NONE (1) PARTIAL (2) COMPLETE (7) EJECTED, DEGREE UNKNOWN (9) UNKNOWN IF EJECTED  <b>AREA OF EJECTION</b>  (01) WINDOW, LEFT SIDE (02) WINDOW, RIGHT SIDE (03) WINDOW, REAR (04) DOOR, LEFT SIDE (05) DOOR, RIGHT SIDE (06) DOOR, REAR OR TAILGATE (07) WINDSHIELD (08) ROOF OR OPEN CONVERTIBLE OR FROM EXTERNAL AREA (96) EJECTED AREA UNKNOWN (97) OTHER AREA: _____ (98) NOT APPLICABLE (NOT EJECTED) (99) UNKNOWN IF EJECTED		<div style="font-size: 1.5em;">0</div> <div>43</div>  <div style="font-size: 1.5em;">9 8</div> <div>44 45</div>
<b>IF OCCUPANT WAS EJECTED, DESCRIBE IN DETAIL BELOW:</b>  <hr/> <hr/> <hr/> <hr/>					
			<b>HEAD RESTRAINT</b>  <b>HEAD RESTRAINT AVAILABLE FOR THIS POSITION</b>  (0) NOT EQUIPPED OR REMOVED (1) EQUIPPED (9) UNKNOWN		<div style="font-size: 1.5em;">1</div> <div>46</div>

# OCCUPANT INFORMATION OC-3

## OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER \_\_\_\_\_
- (8) NOT APPLICABLE
- (9) UNKNOWN

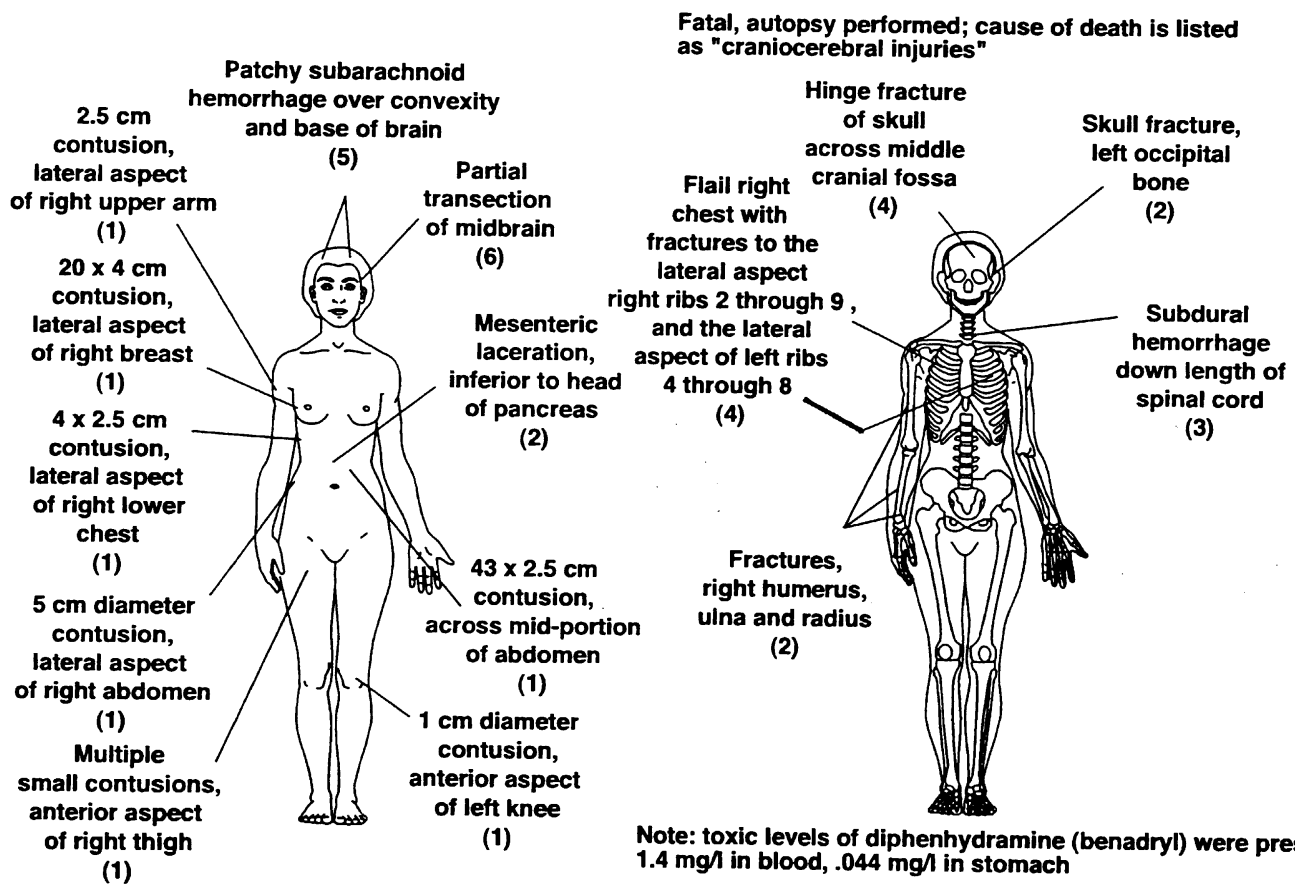
1  
47

## SOURCE OF INFORMATION

- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER \_\_\_\_\_
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

2  
48

INDICATE LOCATION OF INJURIES.



INJURY CLASSIFICATION IC-1

## OCCUPANT INJURY CLASSIFICATION

**NOTE: USE ADDITIONAL PAGES IF NECESSARY.**

Duplicate columns 1-8  
from the previous card.

Module 1 C Format 0 1  
9 10 11 12

# INJURY CLASSIFICATION IC-1

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

## OCCUPANT INJURY CLASSIFICATION

					PRIMARY OIC					ASSOCIATED OIC					COMMENTS
OCCUPANT NUMBER	INJURY NUMBER	PLACE CONTACTS IN ORDER OF PROBABILITY (HORIZONTALLY). START WITH MOST PROBABLE IN 1ST CONTACT AREA COLUMN.		AREA(S) OF POSSIBLE CONTACT 1ST 2ND	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	
		17-18	19-20												
01	01	10	--		H	I	E	B	6	--	--	--	--	--	
	02	10	--		H	I	U	B	5	--	--	--	--	--	
	03	10	--		H	I	F	S	4	--	--	--	--	--	Middle cranial fossa
	04	10	--		H	P	F	S	2	--	--	--	--	--	occipital bone
	05	10	65		N	P	C	C	3	--	--	--	--	--	subdural
	06	10	65		B	S	C	C	3	--	--	--	--	--	hematoma
	07	10	65		B	I	C	C	3	--	--	--	--	--	length of spiral cord
	08	34	65		C	R	F	S	4	--	--	--	--	--	Flail chest & lt. rib fx
	09	65	54		A	R	F	S	2	--	--	--	--	--	
	10	54	87	10	R	R	F	S	2	--	--	--	--	--	Radios
	11	54	87	10	R	R	F	S	2	--	--	--	--	--	Ulna
	12	65	54		A	R	C	I	1	--	--	--	--	--	
	13	34	65		C	R	C	I	1	--	--	--	--	--	Rt Breast
	14	34	65		C	R	C	I	1	--	--	--	--	--	lower Rt chest
	15	65	34		M	R	C	I	1	--	--	--	--	--	
	16	65	31		T	R	C	I	1	--	--	--	--	--	
	17	34	65		M	I	C	D	2	--	--	--	--	--	
	18	34	65		M	W	C	I	1	--	--	--	--	--	

NOTE: USE ADDITIONAL PAGES IF NECESSARY.

## INJURY CLASSIFICATION IC-2

## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (*SPECIFIC AREA UNKNOWN*)
- (54) UPPER INSTRUMENT PANEL (*X*)
- (55) MIDDLE INSTRUMENT PANEL (*Y*)
- (56) LOWER INSTRUMENT PANEL (*Z*)
- (81) ASH TRAY (*INSTRUMENT PANEL*)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (*ACRS*) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (09) STEERING ASSEMBLY (*SPECIFIC AREA UNKNOWN*)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (*SPECIFIC AREA UNKNOWN*)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (*FRONT*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (*BUILT IN*)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (*LOCATION UNK.*)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (*LOCATION UNKNOWN*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (*AIRBAG*)
- (47) AIRBAG (*ACRS*) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (*FROM ANY SOURCE*)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (*SIDE*)
- (21) WINDOW FRAMES (*SIDE*)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (91) KICKPANEL

## ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (*SPECIFIC AREA UNKNOWN*)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (*SPECIFIC AREA UNK.*)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (*NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.*)

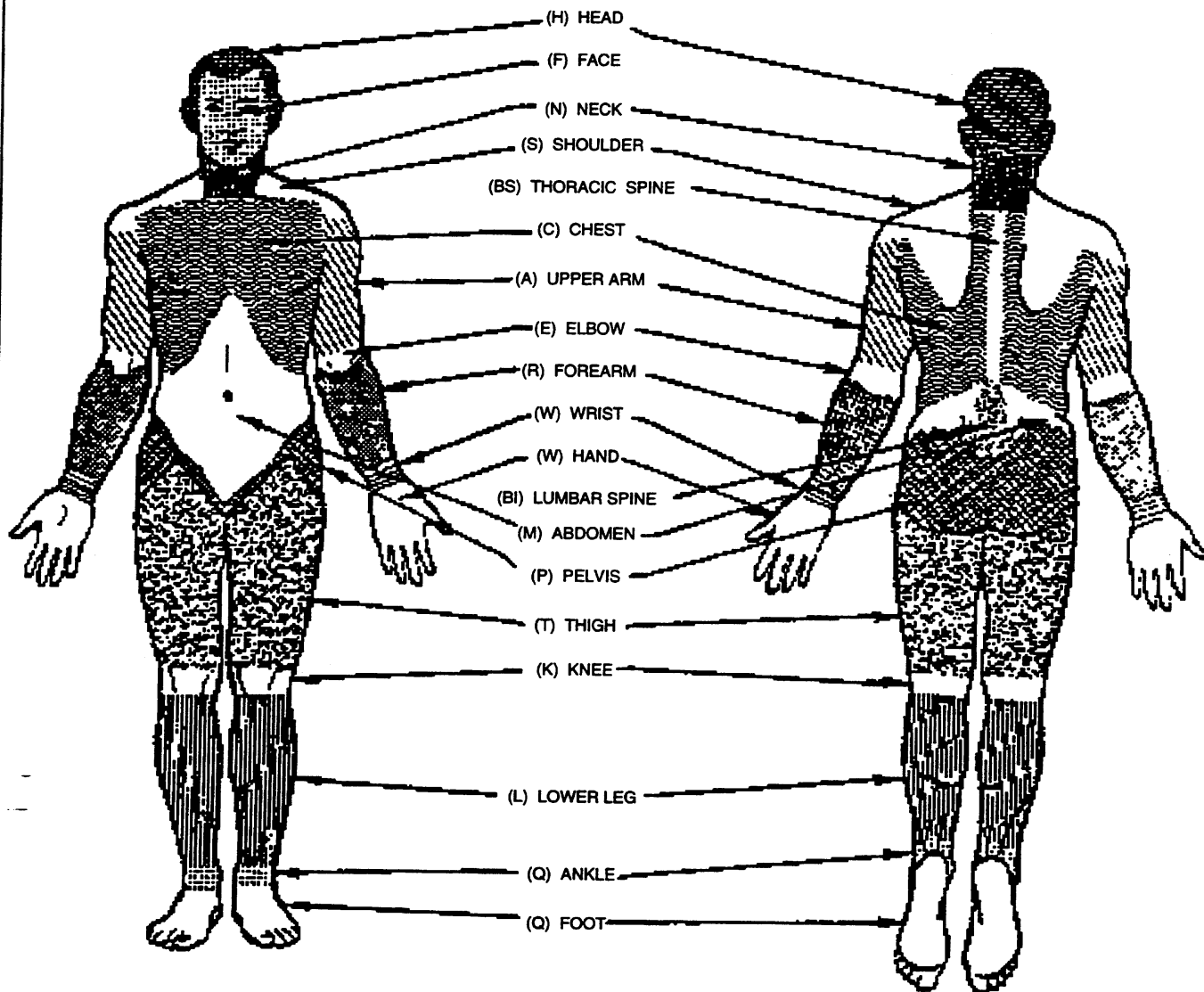
## PENETRATING OBJECTS

- (61) OTHER VEHICLE
- (72) OBJECTS (*DESCRIBE*)

## MISCELLANEOUS

- (00) NO CONTACT (*INVALID FIELD FORM CODE*)
- (38) OTHER (*E.G. FIRE. DESCRIBE*)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

THE FIGURE BELOW  
IS AN EXPLANATION OF THE BODY REGION CODES  
LISTED ON PAGE IC - 4.





## INJURY CLASSIFICATION IC-4

## CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

**1 BODY REGION**

(H) HEAD/SKULL  
 (F) FACE  
 (N) NECK  
 (S) SHOULDER  
 (X) UPPER EXTREMITIES  
 (A) ARM (*UPPER*)  
 (E) ELBOW  
 (R) FOREARM  
 (W) WRIST/HAND  
 (C) CHEST  
 (M) ABDOMEN  
 (B) BACK  
 (P) PELVIC/HIP  
 (Y) LOWER EXTREMITIES  
 (T) THIGH  
 (K) KNEE  
 (L) LEG (*LOWER*)  
 (Q) ANKLE/FOOT  
 (O) WHOLE BODY  
 (U) UNKNOWN

**3 LESION**

(L) LACERATION  
 (C) CONTUSION  
 (A) ABRASION  
 (F) FRACTURE  
 (P) PERFORATION,  
 PUNCTURE  
 (K) CONCUSSION  
 (V) AVULSION  
 (R) RUPTURE  
 (S) SPRAIN  
 (D) DISLOCATION  
 (N) CRUSH  
 (M) AMPUTATION  
 (B) BURN  
 (G) DETACHMENT,  
 SEPARATION  
 (Z) FRACTURE AND  
 DISLOCATION  
 (T) STRAIN  
 (E) TOTAL SEVERANCE,  
 TRANSECTION  
 (O) OTHER  
 (U) UNKNOWN

**4 SYSTEM/ORGAN**

(S) SKELETAL  
 (V) VERTEBRAE  
 (J) JOINTS  
 (D) DIGESTIVE  
 (L) LIVER  
 (N) NERVOUS SYSTEM  
 (B) BRAIN  
 (C) SPINAL CORD  
 (E) EARS  
 (O) EYES  
 (A) ARTERIES  
 (H) HEART  
 (Q) SPLEEN  
 (G) UROGENITAL  
 (K) KIDNEYS  
 (R) RESPIRATORY  
 (P) PULMONARY/LUNGS  
 (M) MUSCLES  
 (T) THYROID, OTHER  
 ENDOCRINE GLAND  
 (I) INTEGUMENTARY (*SKIN*)  
 (W) ALL SYSTEMS IN REGION  
 (U) UNKNOWN

**2 ASPECT**

(R) RIGHT  
 (L) LEFT  
 (B) BILATERAL  
 (C) CENTRAL  
 (A) ANTERIOR/FRONT  
 (P) POSTERIOR/BACK  
 (S) SUPERIOR/UPPER  
 (I) INFERIOR/LOWER  
 (W) WHOLE REGION  
 (U) UNKNOWN

BODY REGION	ASPECT	LESION	SYSTEM/ORGAN	SEVERITY
1	2	3	4	5

**5 SEVERITY**  
(OR "AIS", ABBREVIATED INJURY SCALE)

(0) NONE  
 (1) MINOR  
 (2) MODERATE  
 (3) SERIOUS  
 (4) SEVERE  
 (5) CRITICAL  
 (6) MAXIMUM  
 (9) UNKNOWN

Case No. 18800

Case Veh. #1: 1999 Plymouth

Type: Breuck Express, 4-door sedan

Driver: 63-year-old female

Vel. 100: 1997 Mitsubishi model 370, 6 x 4 tractor unit

Light Conditions: Daylight

Weather: Clear

Road Surface: Dry

Road Construction: Asphalt



Speed limit 25



PN 18800 #1



**PN 18600 #2**



PN 18600 #3



**PN 18600 #4**  
**Best Available**



PN 18600 #5



PN 18600 #6



**PN 18600 #7**  
**Best Available**





**PN 18600 #8**  
**Best Available**



PN 18600 #9  
Best Available



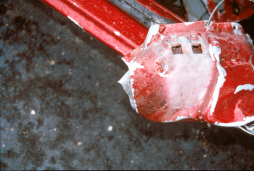
**PN 18600 #10**  
**Best Available**



**PN 18600 #11**  
**Best Available**



PN 18600 #12



PN 18600#13



PN 18600 #14



PN 18600 #15  
Best Available





PN 18600 #16



PN 18600 #17



PN 18600#18



PN 18600 #19



PN 18800 #20



PN 18600 #21



PN 18600 #22



PN 16600 #23





PN 18600 #24



PN 18600 #25



PN 18600 #26



PN 18600 #27



PN 18600 #28



PN 18600 #29



**PN 18600 #30**



PN 16600 #31





**PN 18600 #32**

**Best Available**



**PN 16600 #33**  
**Best Available**



**PN 18600 #34**  
**Best Available**



**PN 18800 #35**  
**Best Available**



PN 18600 #36



PN 18600 #37



PN 18600 #38



**PN 18600 #39**

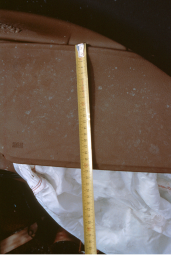




PN 18800 #40



PN 18600 #41



**PN 18600 #42**  
**Best Available**



**PN 18600 #43**  
**Best Available**



PN 18600 #44



PN 18600 #45



PN 18600 #46



PN 18600 #47





PN 18600 #48



PN 18600 #49



PN 18600 #50



PN 18600 #51



PN 18600 #52



PN 18600 #53



PN 18600 #54



PN 18600 #55





PN 18800 #56



PN 18800 #57



PN 18600 #58



PN 18600 #59



PN 18600 #60



PN 18600 #B1



PN 18600 #62



PN 18600 #63





PN 18600 #64



PN 18600 #85



PN 18600 #68



PN 18600 #67



PN 18600 #68



PN 18600 #69



PN 18600 #70



PN 18600 #71





PN 18600 #72



PN 18800 #73



PN 18800 #74



PN 18600 #75



PN 18600#76



**PN 18600 #77**

CASE NO.: 186-00

CASE VEHICLE: 1988 Plymouth

TYPE: Bureau Experiment, 4-door sedan

OCCUPANT: Driver: 37-year-old female

STATUS: 5'6 1/2 in (5 ft, 8 1/2 in) 140 lb (131 lb)

VEHICLE: 2-pair belt worn, air bag deployed

LEVELS: Level 1 - 100 - 75

Notes: autopsy performed; cause of death is listed as "Craniocerebral injuries"



Notes: toxic levels of diphenhydramine (Benadryl) were present: 0.4 mg/l in blood, 3.84 mg/l in stomach